

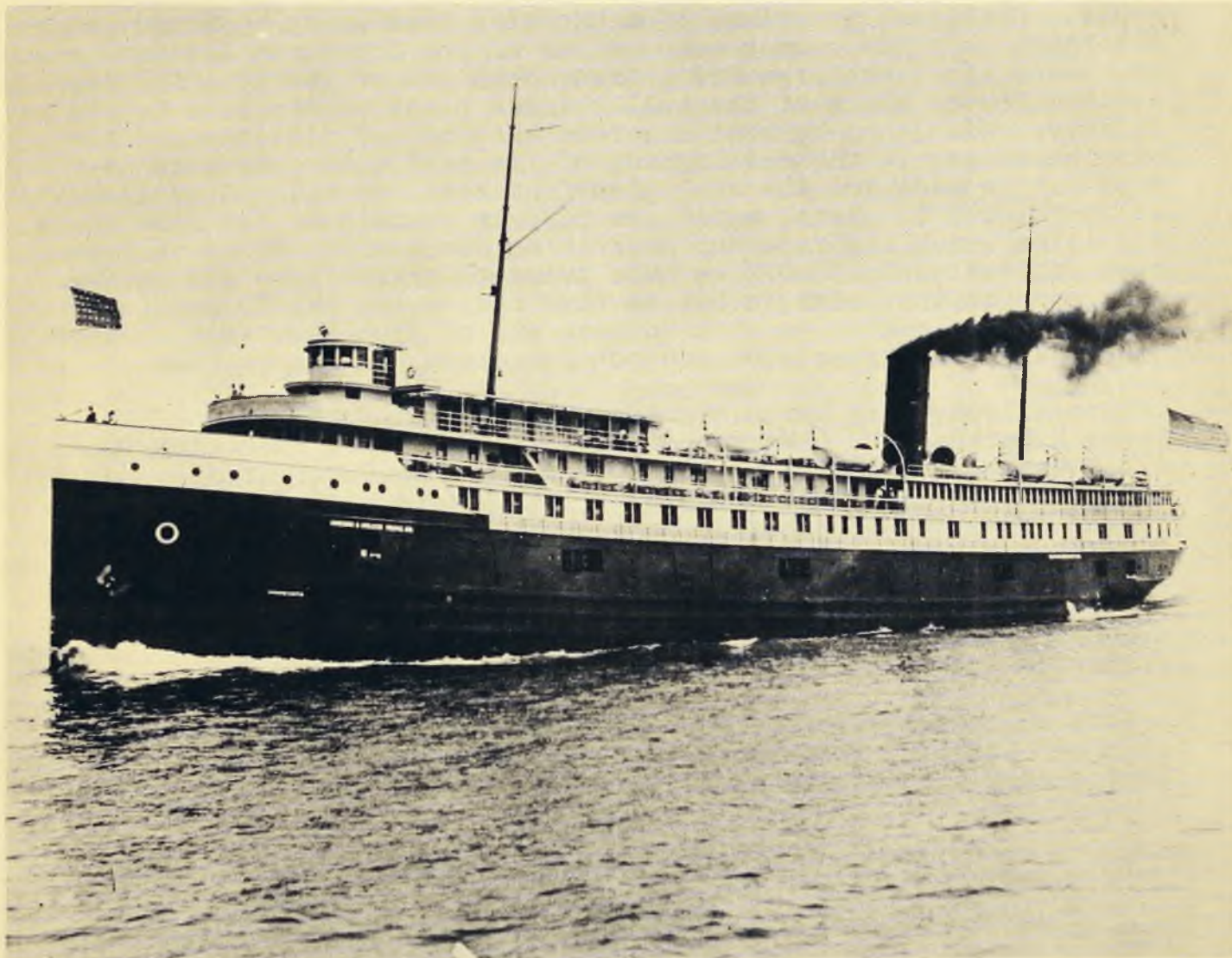
Telescope

25¢

VOL. 4

JUNE 1955

NO. 6



"MINNESOTA" ex-"Harlem".

Photo loaned by Fr. Edward J. Dowling S.J.

THIS MONTH

GUNS OF THE "NANCY", by George F. McDonald, Windsor, Ontario.
SAILING ON THE TIONESTA, Charles M. Brelsford, Rochester, N.Y.
PLANS OF THE "MINNESOTA", drawn by James B. Jones. (Staff) .
LAKE ERIE NIGHT STEAMERS OF FRANK E. KIRBY, Gordon Bugbee..
MUSEUM NOTES: Two new models acquired.

J.E. Johnston,
Editor:

Membership \$3.00

Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE DETROIT 7, MICHIGAN

R. H. Davison,
Associate Editor

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EDITORIAL

THE SHIP PLAN PROGRAM.

We feel that from time to time we should report on the progress being made in collecting, re-drawing, and publishing the plans of Great Lakes vessels. It goes without saying that this work ranks as one of our most important activities, and is being recognized accordingly by more and more of our friends in the region.

Recently coming to us by way of a loan from Mr. Oliver Birge, of Hessel, Michigan, are plans of a Mackinaw boat which he found on the beach near his summer home on one of the Scheneaux Islands a few years ago. Mr. Birge did a tremendous job of taking off lines and developing plans of the hull. These plans he has sent to us to copy. With them he sent numerous sketches of fittings and the data necessary to the development of the sail plan. As soon as a copy can be made and the sail plan finished they will be published in TELESCOPE. Here, again, we have an example of the fine cooperation which has made our program so successful. Since we have been publishing TELESCOPE we have tried to acknowledge all gifts and loans as they come in but as time passes and our friends are increasing in number we wish to have all of them know that their cooperation is appreciated and not forgotten. To name a few:

| | |
|---|---|
| Loudon Wilson, Fair Haven, Michigan. | A.J. Zuehlke, Manitowoc, Wis. |
| Henry N. Barkhausen, Lake Forest, Ill. | Irvin Clymer, Mich. Limestone & Chem. Co., Detroit. |
| Albin Jackman, Detroit. | |
| Kent Thornton, Am. Shipbldg. Co. | A.D. Defoe, Bay City, Mich. |
| Dwight True, Gt. Lakes Eng. Co. | Michael J. O'Brien, Detroit. |
| T.R. McLagan, Montreal, Canada. | Inland Steel Co. Chicago, Ill. |
| The late John Poole, Van Dyke, Mich. | Oliver A. Birge, Hessel, Mich. |
| C.H.J. Snider, Toronto, Canada. | Museum of Science & Industry |
| A.J. Fisher, Royal Oak, Mich. | Chicago, Ill. |
| Frederick J. Astor, St. Clair Shores, and several others. | |

Some of these are repeaters, with as many as five sets of plans to their credit. Then there are those who have supplied us with photographs, so essential in perfecting plans. Our thanks to all.

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 TO THE GUILD ARE DEDUCTIBLE FOR TAX INCOME PURPOSES.

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SAILING ON THE TIONESTA, 1929.

Throughout the '20's and earlier, the Lakes were sailed by three sister ships of the Great Lakes Transit Corporation carrying passengers in a deluxe cruise trade. These ships were the Juniata, Octorora, and the Tionesta. I spent two summers on the Tionesta as one of the radio officers.

The Tionesta was a screw-propelled ship with sleeping, dining and recreational facilities for about 350 passengers. Quite in contrast to the side-wheelers, she resembled an ocean liner in miniature. Ships similar in structure, of course, were the North and South American which were keen competitors for the vacation trade during the short summer season from the middle of June to early September. The Tionesta was not only finely fitted out for the comfort of the traveler, but also was nicely equipped with adequately engineered facilities. Her boilers were, of course, in those days coal fired.

Sailing from Buffalo to Duluth and return was a nine-day voyage, allowing for stop-over time to visit along the way. A typical trip would pull out of Buffalo on a sunny summer morning early enough to call at Cleveland in the early evening to load on more passengers. Then, it was overnight to Detroit----perhaps through a beautiful moonlight night across the west end of Lake Erie and up the Detroit River. A few hours stopover at Detroit would be followed by spectacular sights going through Lake St. Clair and on into Lake Huron. Next morning we would be at Mackinac Island for enough time to ride around the Island or take a swim at the Hotel. The passengers and crew alike were always intrigued by the Soo locks about supper time. It would be noon the next day when we picked up the canal to get to Houghton and stop over there for a look at the sights in Upper Michigan. On arrival at Duluth the next morning the passengers were ashore early for a full day of sight-seeing. The return trip to Buffalo was

by the same route with some variation in the times spent in ports along the way. Truly such a vacation trip was a joyous occasion.

Of course, there were on-board activities for the passengers. Deck tennis, shuffle board, reading, sleeping, walking the deck, and eating were all favorites, not to mention dancing and watching the gulls. In the summer seasons the weather was generally favorable, although at times the Lakes would kick up a bit and many times we would be fogbound. The sound of fog horns and of ships bells when several ships would be anchored came to be characteristic of life aboard ship.

The shipboard duties of a radio officer were exacting, of course, but were very pleasant. There were two of us who operated the equipment. A continuous listening watch was maintained while we were under way. At times there were messages to be sent or received for the passengers and the captain. Equipment had to be kept in first-class working order all the time, and emergency equipment had to be periodically checked. Our main sending apparatus consisted of a vacuum-tube transmitter by which we could communicate in code with the several stations located at strategic points along the Lakes, or with other ships. Our auxiliary transmitter was a quenched-gap spark set. The antenna was a single wire strung between the two masts of the ship. Receiving equipment consisted of a medium and long wave receiver, which we augmented by a shortwave receiver.

One of the functions of the radio operators was to publish and distribute the ship's newspaper. I was particularly fortunate to have the late Harry Lawrence as my senior radio officer. He had very good editorial ability, so that our paper included little articles and items of newsworthiness concerning such things as the places we would visit during the particular day of the voyage. Also, Harry had the expert ability of copying code signals directly on to a mimeograph stencil,

(Turn to page 16)

TWO BRASS GUNS OF "THE NANCY" NOW
AT MOY HALL, INVERNESS, June 1st,
1954.



Chief Lachlan Mackintosh of Mackintosh showing some friends one of the guns of the Nancy.

Guns of "The Nancy"

| | |
|--------|-----------------|
| Weight | 200 pounds |
| Length | 3 feet 4 inches |
| Ball | 2 pounds |
| Bore | 2 1/2 inches |
| Muzzle | 6 inches |
| Neck | 4 1/2 inches |
| Breech | 8 inches |
| Ball | 2 1/4 inches |

"Unto the Collector of Customs of
the City of Glasgow.

The petition of Alexander Mackintosh of Mackintosh, Chief of Clan Chattan now residing at Moy Hall in the County of Inverness.

HUMBLY SHEWETH

That your petitioner is the proprietor of two brass two pounders, each weighing two hundred pounds weight Imperial, recently brought to the Port of Greenock from that of Quebec, that the said guns are of English manufacture and were made for the Petitioner's late father the Honourable Angus Mackintosh of Mackintosh at one time residing in Upper Canada. Further that the said guns

were used by the Petitioner in the defence of H.M. hired transport, the schooner Nancy, on the Lakes of Canada during the late American War. The Petitioner was induced to order his Agent in Canada to send the said guns to him in Inverness-shire with a view to keep them as testimonials of his having bravely defended the trust imposed in him and not from the motive of lucre or desire of conversion to any pecuniary purpose. With a knowledge of these facts your Petitioner humbly prays that the guns so imported may be permitted to be forwarded to his address through the hands of Messrs. McFie, Lindsay and Co. of Greenock. And as in duty bound your Petitioner will ever pray.

Done at Moy Hall this 13th August
1936."

"Moy Hall

Friday, 7th October 1836

Messrs. McFie, Lindsay and Co.

Dear Gentlemen,

I have much pleasure in informing you of the receipt of your two favours of the 28th September and the packages you forwarded at the same time all in good order. The brass guns are now here "en flute" which I prize very highly. Allow me to express my best thanks for your trouble and particular attention in this interesting matter.

The hat fits admirably well.

I am Dear Gentlemen your very obedient servant.
Alexander Mackintosh of Mackintosh."

from

Macdonald Historical Collection of
Windsor Public Library.

THE JUNE MEETING

The June meeting will be held on the schooner "J.T.Wing", Belle Isle, on evening of Thursday the 30th at 8-30 P.M.



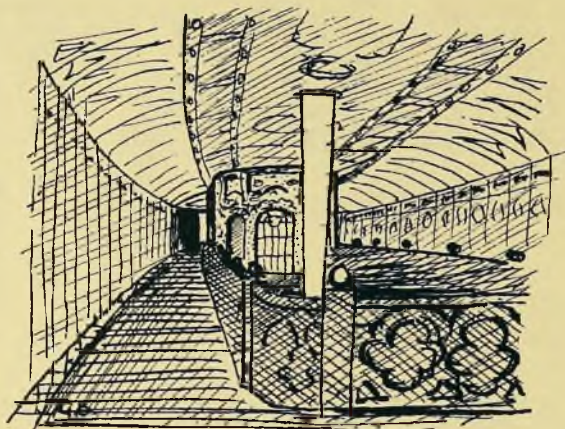
THE LAKE ERIE NIGHT STEAMERS OF FRANK E. KIRBY

by Gordon P. Bugbee
Part II.

The Influence of Space and Structure Upon Design.

Historical circumstances merely defined the general type of vessel which was to evolve on Lake Erie under the direction of the designer, Kirby. Before each ship could exist physically, it had to be conceived as a complex of spaces and functions, and fabricated in terms of structural forms and mechanisms. Each new ship was in some degree a perfection of the forms employed in its predecessors.

To clarify these considerations of space and structure, a brief digression on the general subject of naval architecture may be useful. A ship embodies architectural forms that are usually first conceived and applied on structures ashore before their marine usefulness is understood. Thus, a ship is a special form of building; the principal difference concerns its "site", which is fluid rather than firm, and thus requires stability achieved through balance. The ship must guarantee buoyancy and internal strength as well as satisfy its speed and motion requirements achieved by a bisymmetrical cross section which enhances stability as well. We have seen that conventional stylistic elements are found on steamships in exterior design in an inverse proportion to their required seaworthiness. The profuse gingerbread that endeared the Mississippi river boat to memory shrinks to nominal lathed wood stanchions and the carved wood bow piece or figure-head of the coastal steamer, and disappears almost entirely when it goes out to sea on the ocean liner.



MAIN SALON
EASTERN STATES
1902

Spatial allocation on the river and coastal steamer results from its purpose of carrying large quantities of goods and passengers fitted into a vessel of limited size serving a relatively short route requiring quick transfer of cargo and passengers at terminal points. Space on the steamer must be provided for propulsion machinery, crew accommodations, cargo, crew and passenger dining and kitchen facilities, passenger embarkation, relaxation, sleeping, promenading, writing, meeting and entertainment, and lastly to favorably impress the passenger with the ship's magnificent appearance and size.

The steamer is divided at the Main Deck ceiling into two spatial units. Below this level spaces are horizontal, confined to a single deck in height, and fragmentary, so that no open longitudinal connection seems evident throughout the ship. Above, the grand salon fills the need of unification, horizontally and vertically.

(See Page 10.)

THE PLANS OF THE MINNESOTA

This month we feature as a center spread, the first sheet of three in our set of plans of the passenger steamer "Minnesota". Later we will give a history of the vessel, but at this time we wish to tell of the work that has gone into the preparation of this set. We want you to be aware of the vast amount of skilled labor required, and how necessary it is to have the cooperation of others in bringing together all of the essentials.

First, there is the matter of getting together a full set of the very same plans that were used in the construction of the ship which is to be modeled. Frequently this involves a long search, with some of the details coming from one locality and some from another. In the case of the "Minnesota" there was no such long search. Mr. A. J. Zuehlke, Vice President of the Manitowoc Shipbuilding Company, who is one of our many Wisconsin members, found the complete set in the company's files and sent them to Detroit. When they came we were already committed to other projects and had to finish them before taking up any more.

About the first of March we were all ready to begin redrawing these plans and reducing them to a common scale. In this work there are no short cuts. We have received all kinds of suggestions regarding reduction by mechanical means, but we have yet to find a satisfactory substitute for the proportional dividers. It is a long, slow, and tedious process requiring infinite patience, and painstaking effort.

Frequently we find that two sheets in the same set of plans, and done to the same scale, will not match up in some essential detail. Such discrepancies may be attributed to lack of extreme accuracy in the originals or to carelessness, or even the fact that in the years since the original draft was made the paper may have shrunk. Whatever the cause of them they have to be eliminated.

In the plans of the excursion boat "Put-in-Bay" we found the ventilator shafts which we knew to be straight, all the way from the hold up through the boat deck, were indicated as if

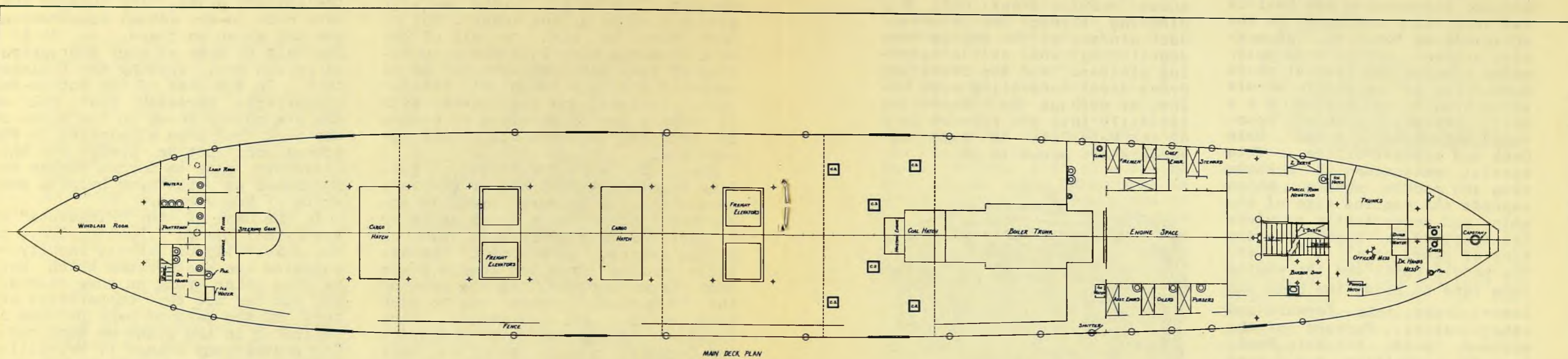
there were several offsets in them.

We usually get the original plans of a vessel, and sometimes only the preliminary plans. Any changes that were made in the actual construction are not shown on these, so it is a big help to have as many photographs as we can get, showing the finished ship. In the case of the Put-in-Bay photographs revealed that half of the stanchions shown in the plans of one deck had been eliminated in the actual construction. Credit for this discovery goes to Gordon Bugbee who furnished us with many helpful snapshots of the steamer.

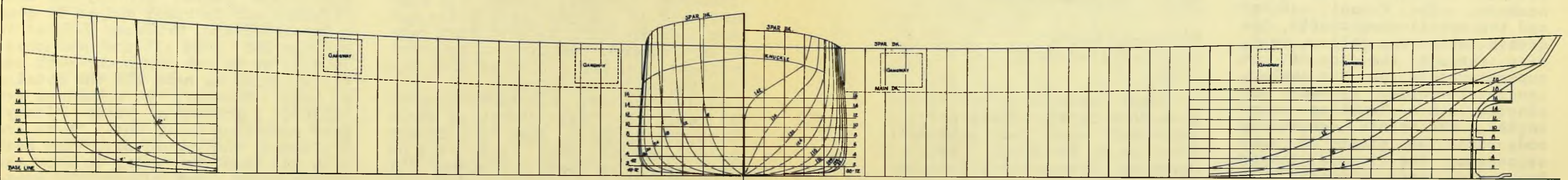
In the case of the "Minnesota" it was Father Edward J. Dowling, S. J., of The University of Detroit faculty. He supplied the photographs which kept us from going wrong on some points. So, you can see that cooperative effort on the part of many persons is reflected in the plans we turn out. The photographs loaned by Mr. William A. McDonald helped portray the Lake Michigan car ferries; and so it goes.

Our draftsman, Mr. James B. Jones is the one who gets all the headaches. Usually we do not begin our work until we think we have all the details at hand. However, we sometimes get belated information after "Jimmy" gets something drawn out. There are draftsmen who would say, "The Heck with it! Who is going to know the difference?". Not "Jimmy". If erasing will do, he does it. If not, then out comes a new sheet of paper, and a new draft is made. He has the true craftsman's satisfaction in knowing that he has done the best possible job, under the circumstances.

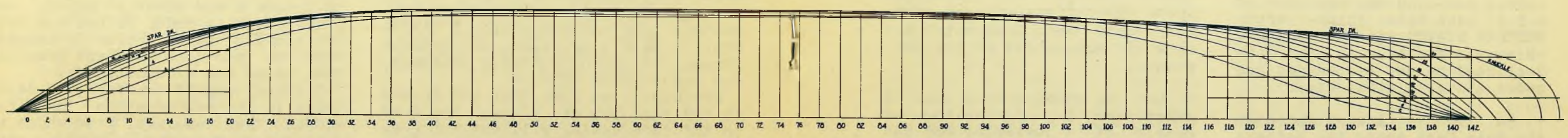
Original pencil drawings,----later inked in for reproduction in TELESCOPE. Then tracings, from which we make our blue prints. Check----and double check, then check again, and if changes are in order, changes are made. One must see the superb models our members are turning out, and the magnificent painting of the schooner "J. T. Wing", done by America's outstanding marine artist, Henry Bernhal of Gardena, California, to appreciate the quality of our plans of Great Lakes vessels.



MAIN DECK PLAN



LINES STR. MINNESOTA
Scale 1/8" = 1'-0"



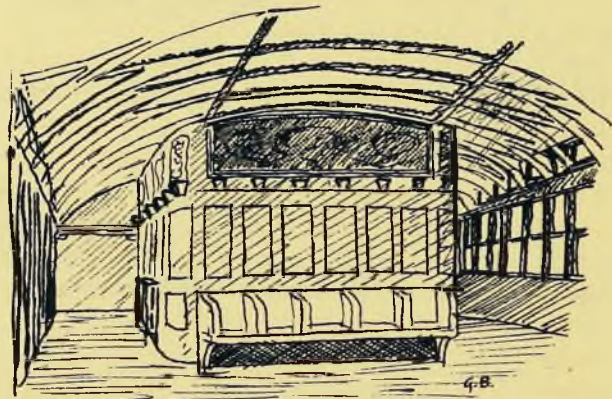
BUILT BY DETROIT DRY DOCK CO.
 WYANDOTTE, MICHIGAN 1900
 AS "HARLEM," A PACKAGE FREIGHTER

| | |
|---------------------------------------|-----------------------------------|
| STEAMER MINNESOTA | |
| DIMENSIONS: 286'-0" x 41'-0" x 26'-0" | |
| GREAT LAKES MODEL | SHIPBUILDERS GUILD |
| DRWN BY <i>James B. Gandy</i> | CHKD BY <i>Capt. J.E. Johnson</i> |
| DATE 3-16-1900 | SCALE 1/8" = 1'-0" |

The primary spatial allocations are of course the shaping of the hull and superstructure as a body responding to motion, and the placement of the boilers and propulsion machinery in the advantageous location. The massive engines are located amidships turning the lateral shaft connecting to the paddle wheels which project out beyond the hull, enclosed within a sponsoned extension of the Main Deck and superstructure. This spatial extension is a bonus from the paddle wheels which expands the limited size of the ship and conveniently provides the extra space needed on the type of short run it serves. The paddle boxes and the engine room tend to break the Main and lower decks into forward and after units. Forward of the engines, below the Main Deck, are the boilers and coal bunkers. The funnel casings and the ventilating shafts, together with the galley vent, rise through the top of the superstructure on the centerline. In older steamers employing the "walking beam" engine, the beam's connecting rods and the giant "A" frame supporting the diamond-shaped beam also rose through this central area, but the newer inclined compound engines used on all Lake Erie ships after WESTERN STATES confined the machinery, itself, to the Main Deck and below, and opened the space above to other uses.

An immense cleared space on the Main Deck above the boilers accommodates cargo and passengers' automobiles, this space alone being equal to the cargo space of a fair sized package freighter. At the extreme bow on the Main Deck and at bow and stern on the Orlop Deck below are the accommodations for the crew.

All this is, of course, beyond the normal sight of the passenger, who becomes aware of these service areas only by glancing through the Promenade Deck windows of the engine room ventilating well at the starting platform and the revolving green steel connecting rods below, or perhaps by wandering illicitly into the forward part of the Main Deck as some passengers are prone to do.

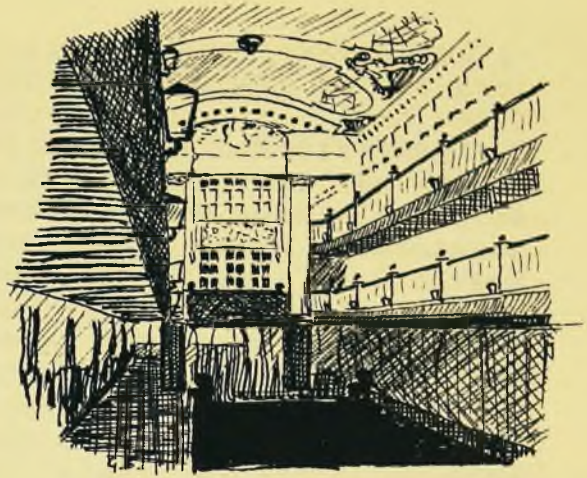


SMOKING ROOM
CITY OF CLEVELAND III
1908

These necessary but unglamorous service functions are dependent upon the principal function of the ship, that of carrying passengers safely and comfortably to their destination. Thus, key passenger space allocations must be planned around the movements (or lack of movements) of the passenger.

Let us examine this spatial allocation by following the course of a passenger who has bought a ticket for the 5:00 pm sailing of the Buffalo steamer from the old Third Street pier of the Detroit and Cleveland Navigation Company. The ornate old terminal has since been demolished in the path of Detroit's Civic Center project and waterfront redevelopment.

Leaving the terminal the passenger crosses the gangplank and the "U" shaped open passageway running around the Main Deck stern. Entering the lobby, he registers at the purser's window and secures his key, obtains his dining room seat assignment at the steward's window, and then deposits his excess baggage at the Baggage window. On the earlier ships through CITY OF CLEVELAND III the lobby was a large room which served also as a social hall where group gatherings en route took place and where in the evening the passengers danced to the music of the ship's orchestra. At the forward end of the lobby was the broad grand stairway leading up to the grand salon above. The dining room was isolated below on the Orlop Deck, along with the complementary buffet, private dining alcoves and kitchen facilities. On the CITY OF DETROIT III and later ships the after portion was considerably rearranged. The lobby shrank to a mere embarkation area, while the grand stairway was enclosed in a glazed vestibule for fire prevention reasons, partially severing the visual connection to the upper decks. At this time the dining room was relocated aft of the lobby on the Main Deck, taking advantage of the passing scenery, and consisted of a large central dining area flanked by about ten alcoves. The dining area was large enough to seat the ship's passengers in two sittings at dinner; breakfast seats were usually unassigned because most passengers either slept through or came down at different times. The proximity of the dining room to the lobby allowed passengers a quick breakfast before leaving the ship at Detroit, Cleveland or Buffalo.

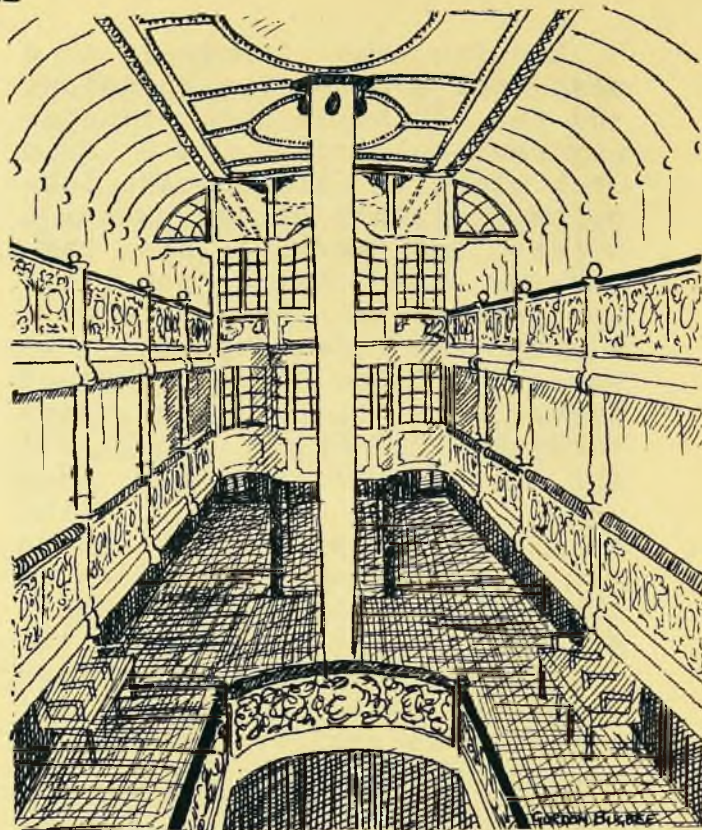


AFTER END OF MAIN SALON
CITY OF DETROIT III
1912

Clutching his red-tagged brass room key in one hand, our passenger follows a bellboy up the grand stairway and into the Grand Salon. Above the Main Deck, the grand salon is the core of the superstructure, extending the length of the ship along the centerline, flanked by two tiers of inside and outside staterooms separated by another longitudinal corridor. The salon thus serves as the principal trafficway connecting the various passenger areas of the ship. Amidships, it breaks into two corridors flanking a core of funnel casings, engine and galley vents, lavatories and linen rooms. Forward and aft of this utility core are the large salons so characteristic of the steamer, rising through the galleried upper decks to a barrel-vault-like ceiling contributing a sense of great interior space. A ribbon of clerestory windows is contained within a frieze, lighting the salon and the interior portions of the ship. The individual decks of the superstructure lack the high ceiling of the Main Deck, and hence the grand salon helps to overcome the cramped feeling that would result otherwise. Of the two divisions of the salon, the after salon is the larger and

more important; it is a focal point of the ship where all horizontal and vertical routes terminate, even from the Main Deck.

But our passenger doesn't tarry long in the grand salon; it is momentarily a mere passageway to his room. Passenger accommodations fall into two classifications: staterooms and "parlors". Staterooms are small, generally seven feet square in dimensions, the outside staterooms often having a projecting corridor to the door or window so that more staterooms receive outside ventilation along a given length of wall. The staterooms are modest and undecorated - even the balloon frame structure and the pipes are exposed. The designers lacked the stylistic advantages of modern architecture that would have helped them see and bring beauty to these stark forms; instead, the sole effort toward beauty was a half-hearted conventional touch in a lathed bedpost and a louvered and panelled door. As our passenger was merely traveling overnight, rather than spending several days on shipboard, he was expected to use his room for sleeping purposes only, remaining in public areas until bedtime. The stateroom merely provided facilities for sleeping or preparation for sleeping: upper and lower berths, hot and cold running water, a seat folding against the wall, and in many cases heating, ventilation and toilets, although usually passengers had to share public toilet and shower facilities. Ample for an overnight run, the stateroom functions were deficient when the sidewheelers were in later years diverted to cruising services on the upper lakes to Mackinac Island, Georgian Bay, Chicago and other



AFTER END OF MAIN SALON
CITY OF CLEVELAND III
1908

vacation ports. Unlike an ocean liner at sea for several days at a stretch, the lake steamer ran less than a day between ports of call and the lake steamers offered numerous ports of call at low cost to those who could not afford either time or money for an ocean cruise or for the many who preferred this itinerary. If passengers could not use staterooms easily for relaxation, reading or gathering as on an ocean liner, however, public areas were still sufficient for these activities.

If our passenger could afford more spacious accommodations, he would choose one of about two dozen parlors which fully equalled a hotel room in size and accommodations. Parlors had bathrooms with toilet and tub or shower, and single or double beds instead of berths. Walls were panelled in fine woods, and the ceiling structure, ducts and pipes were hidden. Furniture was plentiful, so the parlor could also



be used as a sitting room. Some parlors on the Gallery Deck had French doors leading to private outside verandas. In its last season the D & C Company advertised overnight staterooms from \$3.50 for an outside room with shower and toilet, and from \$11.00 for the smallest parlor to \$20.00 for the finest. Despite the contrast between staterooms and parlors, there was no "class" system on Lake Erie and other coastal routes as on the ocean.

In spite of a highly-efficient use of space for revenue purposes, the steamer provides one of the sole means of travel where the passenger is not confined to a reclining seat, but may stroll around salons and promenades, dance or sit by the railing and watch the passing scenery. After

EASTERN STATES--Forward Saloon,
view forward.

washing up and leaving his luggage in his room, our passenger may now join the crowds lining the railings on deck to watch the sailing. The giant ship backs from the shore seemingly invigorated by a long blast of her deep chimed whistle, and sweeps a wide white arc in the river as she turns downriver, leaving the skyline behind glowing in the sunset. After dinner our passenger may return to a deck chair where he can sit until dark and watch the river slip away astern as the big ship turns east into Lake Erie. On an overnight route the passenger spends a large proportion of his time aboard eating and sleeping; on our Buffalo steamer he may spend less than five hours on deck or in the salon before retiring,

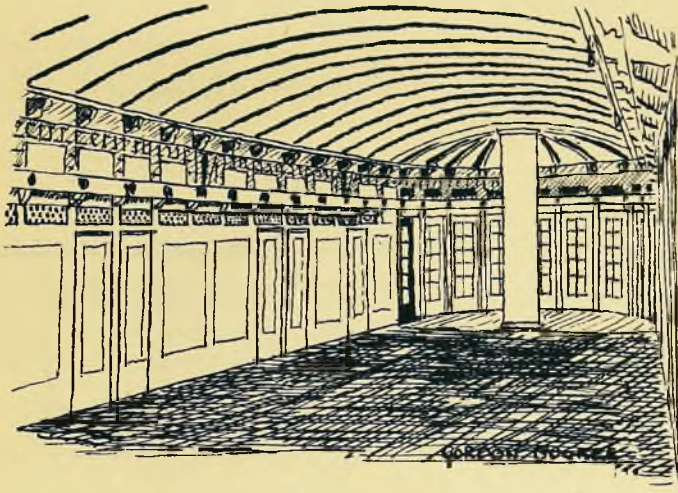


CITY OF DETROIT III.
Forward Saloon, view aft.

and due to its late 11:00 sailing the Cleveland steamer needed to provide little more than sleeping accommodations. WESTERN STATES and her predecessors had promenades encircling every passenger deck; on CITY OF CLEVELAND III and later ships reduced to B Deck promenade alongside the cabins to a mere access passageway and life boat loading area, and eliminated the C Deck promenade altogether, leaving an emergency railing tacked to the cabin. On the other hand a wider area on D Deck was opened up to passengers, and broad spaces were provided at the bow and stern for seating.

Kirby's earlier Lake Erie steamers embody the general spatial treatment which then prevailed among East Coast de-

signers. This custom was to keep the grand salon two decks high and to place any necessary additional cabins over the grand salon on the "dome deck", tending to isolate these cabins from the rest of the ship and giving them an extraneous, "after thought" appearance. Accordingly, CITY OF ERIE, WESTERN STATES and EASTERN STATES have added cabins on D Deck around the funnel, extending between the forward and after salons, not unlike the Fall River liner PLYMOUTH in treatment. The new spatial scheme which Kirby adopted for his five large steamers is anticipated in the night steamers of the Hudson Navigation Company. ADIRONDACK of 1895 broke custom by extending the grand salon upward one deck, adding a second gallery with flanking staterooms. The designer J. W. Millard later modifies this trend in BERKSHIRE



PALM COURT
CITY OF DETROIT III
1912

of 1913 when he adds another set of public rooms over the forward salon. It is probable that this precedent motivated Kirby in designing his later Lake Erie steamers, since he had moved his practice to New York in 1898 and had collaborated with Millard on several Day Liners. Accordingly, Kirby's early plans for CITY OF CLEVELAND in 1905 include a propeller scheme in the traditional manner and a sidewheeler embodying this new spatial scheme which was to prescribe the form of the five later vessels. The wider beam of the large ships allows the use of "corridor" staterooms permitting more staterooms with outside ventilation in a given wall length. The high grand salon creates a strong vertical sensation, given enough length to satisfy the proportions, although it tends to darken the lowest deck whose dark woodwork adds to the defect. One wonders what spatial and proportional treatment Kirby might have used on the proposed turbine ships of 1922 where the salon would have been four decks high.

Aside from the isolation of the dining room and the special

uses of the lobby, public indoor spaces on the earlier steamers were developed as a single entity containing the necessary passages of walking, chairs for lounging, tables for letter-writing, and other features that passengers might desire. As on EASTERN STATES and WESTERN STATES this space flowed freely with no physical or verbal demarcation of special function areas, and the grand salon even flowed down to the lobby through the grand stairwell. "Grand Salon" was a large enough term to include the whole public area above the main deck, even overlooking the break amidships that created two physical spaces connected only by corridors. A trend toward spatial and functional differentiation commenced with the larger Lake Erie steamers. The "smoking room" or "convention room" formed on the top deck around the funnel casings of CITY OF CLEVELAND III was the first functional isolation of public rooms other than the dining room and lobby, incidentally bringing an isolated stairwell in the utility core into its spatial composition, lending importance to that stairwell. At the same time, a lounge alcove at the rear of WESTERN STATES' main salon, set off by a nominal carved wood arch, was developed into a semi-autonomous lounge area, now separated by a delicate wood-and-glass screen from the main salon. In CITY OF CLEVELAND III this new area lacks depth from the salon to be developed with its back to the salon but since CITY OF DETROIT III received most of her greater length astern in her dining room placement, this space above could be appropriately lengthened. On the top deck was a space frequently called the "Palm Court" whose round ceiling was an extension of

that of the Main Salon, although it was often decorated with a lattice pattern. At first merely another lounge area in CITY OF CLEVELAND III, this area took the social hall functions from the lobby in later ships, with a long hardwood dance floor terminating in a semi-rotunda of false doors. On the two decks below the elongation and dark panelling created both darkness and a strong horizontal effect magnified by the low ceiling; consequently a floor well integrated these two lounges somewhat, and partially satisfied the problem. Similar lounges were created forward of the small salon, terminating in half-round observation areas satisfying interpenetration of outside and inside space to some degree. In GREATER BUFFALO and GREATER DETROIT the smoking room amidships is replaced by a second tier of staterooms, and a new smoking room is created on the second deck in the rounded stern, taking full advantage of the view astern.

The spatial order which has been assembled must be adapted to the materials and techniques available to the designer. Throughout the period of evolution of the steamer designers sought and applied new materials and processes to overcome existing limitations upon the size and type of ship they wished to build.

(Continued in the July issue.)

WHO WANTS TO HELP?

During the summer months we can use an extra hand in putting together the TELESCOPE. Who, among our Detroit members will volunteer to help make the magazine ready for the printer? At this time of year museum tasks make a heavy demand on my time. Two persons working together can do the job in one evening.

RADIO OPERATOR

making the necessary style setup at the same time. We received our news mostly from a RCA station in New Jersey during the night and then had the printed paper available at breakfast time in the dining hall.

Operation of the Tionesta and her sister ships was discontinued in the 1930's, evidently as a result of the depression years and the need for expensive equipment overhaul, including conversion to oil-burning boilers is the ships were to continue runnings. However, I am sure there are many people today who remember with pleasure the many happy days spent leisurely cruising the Lakes in the days past.

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MUSEUM NOTES

Through the kindness of Captain Jay C. McCormick, 536 Philip, Detroit, we have acquired two new models. One is of an oil tanker, a more or less conventional type, which may or may not have sailed the Great Lakes, but because all oil tankers are, in general built along similat lines she gives us a means of comparing liquid bulk carriers with those designed for dry cargo.

The other is the Christopher Columbus, the only whaleback passenger steamer ever built. She came out in 1892 and was used first on the downtown Chicago and World Fair run.

She was licensed to carry, on that run, five thousand passengers, which she could unload in five minutes, and she is said to have carried the largest number of persons in the shortest length of time.

Both models are very well done and while we do not know the builder, or his source of information they look as if they were done to scale. Both came to us enclosed in glass cases, with their own lighting.

They make a very welcome addition to our collection, filling two very noticeable gaps.