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NEW HOME OF THE GUILD

Telescope

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Editor:

R. H. Davison,
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EDITORIAL

THE HISTORICAL SITE MARKING PROGRAM OF THE MICHIGAN HISTORICAL COMMISSION.

The Guild, as an organization, and its individual members, should stand and be counted in the matter of uniform markers for historic sites in the state of Michigan. The Michigan Historical Commission, Lansing 13, will accept for consideration applications for these markers, and if approved they will erect a properly worded cast-metal sign calling attention to the site and explaining its significance.

We, as an organization interested in maritime history should do all we can to see that the history of water transportation gets recognition in this very worthy project. Your editor has nothing definite in mind at the present time but is thinking of such things as important portage places.

To these might be added the sites of such things as attempted development of canals across the lower peninsula, at least three of them, and a few of the early ship yards where maritime history was made. If you have other ideas and information send them in and let's see what we can do with this idea. How about marking the location of some of the old and nearly forgotten ports,--like Port Sheldon, Michigan, which was intended to become the greatest port on the western Lakes. This where we can render a service. Let's get busy on it. We have a few application forms which we will supply you upon application.

SPECIAL EXHIBITS

As stated in our March issue the Museum of Great Lakes History is to present a series of "Special Exhibits". We have had to schedule these to fit circumstances and as yet can not announce them for more than the current month and the month following. During April we will present "Old and New Charts", instead of "Half-models", as stated in our March editorial.

"Prints of Lakes Vessels" will be the main exhibit for May. Aids to navigation will be presented later.

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.

(Note change of address)

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WATERFRONT GRAVEYARD

Reprinted from "WANDERINGS" by John T. Nevill, with his permission and that of his publishers, W.W. Norton Co.

Almost any port on the Great Lakes has a sunken hulk or two lying forlonly somewhere in its harbor. But few are the towns, such as my town of De Tour, that can boast of a waterfront literally filled with them.

Not that De Tour's town fathers want to boast about the town's "marine graveyard," which could be second to none on the Lakes. In fact, they prefer not to discuss the many one-time seaworthy skeletons littering the town's waterfront. But the ghastly truth seems to be that De Tour, once a bustling operating base for both lumbermen and fishermen, may have more sunken vessels per lineal foot of waterfront than any port on the Great Lakes; and (for what it might be worth) no other inland seaport can make that claim!

Under the none-too-watchful eyes of village fathers of a distant past and under their none-too-interested noses, De Tour's once clear, useful, and naturally beautiful waterfront seems to have become a favored dumping ground for any old, no longer useful tub a salorman could walk away from and forget about. One by one, throughout a long period of time, of course, decrepit, no longer useful, and no longer wanted vessels were moored alongside some De Tour dock and allowed, under the ravages of time and neglect, to sink to the bottom, where most of them remain to this day. Some of the sinkings, obviously, were accidental and purely unintentional. Others could have been intentional or, at the very least, passively permitted. Some of the owners, the records show, attempted conscientiously to salvage their property; others merely walked away, to let an insurance company or mortgageholder do the worrying.

But in virtually all cases, the end-result has been the same: the tub, now representing a navigation hazard, now demobilizing potential harbor space, and now marring the beauty of what otherwise might be a most attractive harbor, has been abandoned where it lies, to let another generation worry about its disposal.

Today, however, one senses what may be an awakening to such worry. If a man listens carefully, he may hear mutterings of discontent--perhaps a caustic remark or two anent civic carelessness of the past. So, prompted by a chance remark by one of the village's now youngish council, I decided a survey of the town's waterfront would be in order, and here's what I found:

Perhaps the most unsightly menace of all is the old railway ferry, STE. MARIE I which juts from the water between Frying Pan Island and the mainland shore. This old tub, now representing a definite menace to small-boat navigation, was owned by the ill-starred T. L. Durocher Company, marine contractors, who began operations in De Tour back in 1917. Built in 1893 for the three railroads operating the railway ferry service across the Straits of Mackinac, the original STE. MARIE was used for nearly twenty years, and ultimately became a possession of the Durocher firm, which converted her into a derrick scow.

Some years later, while being towed by the Durocher tug GENERAL in Lake Superior, the STE. MARIE struck a rock near Isle Royale, and "broke her back" as marine men put it. Despite this, she was able to perform "half-load" work and finished out the following season in Georgian Bay stock-piling stone for a Durocher breakwater job at Harbor Beach. When that assignment ended, the STE. MARIE I, crippled and doomed, was towed back to De Tour, where, after some time, she was burned for her metal. Much of that metal, however, still lies there in the harbor--a menace to small boats, an eyesore to visitors, a headache to village fathers. The Durocher firm went broke before they could complete the salvaging.

In deep water, not far from where the STE. MARIE has lain for more than two decades, is the final resting place of the tug GENERAL - she that towed the STE. MARIE into a rock off Isle Royale. Built by the great James Davison, of Bay City, and rated one of the most powerful tugs on the Lakes, the GENERAL was 115 feet long. But her days were destined to be marred by tragedy. She was sold by Davison to Great Lakes Towing Company, of the Sault. While en route downriver one night, and while negotiating Lime Island turn, she was rammed by the Clyde-built passenger vessel ATHABASCA, and sank on the spot, carrying two crewmen with her.

Raised and salvaged by the Durochers, she was rehabilitated and served well for years, until her own burning and second sinking in 1930. Her boilers and machinery were removed; the rest of her remains where she sank, out of sight, if not out of mind.

Near by the STE. MARIE, too, is the beached skeleton of another Durocher vessel, the LOTUS, which is said to have been run aground and stripped when she became no longer useful to her owners. Frying Pan Island, at that time, was owned by the firm.

Another bit of one-time Durocher property, left on the town waterfront, even though also on the company's own property, are the two huge sidewheels removed from the old railway ferry MICHIGAN CENTRAL. While converting the MICHIGAN CENTRAL into a barge, the wheels were removed and deposited where they remain to this day. One of the wheels projects from once-navigable water; the other rots away slowly on the Frying Pan shore. The MICHIGAN CENTRAL herself lies in a water grave somewhere east of Drummond Island, where she sank while hauling stone to build the Durochers a coaling dock on Frying Pan Island. Even that dock, and the towering "pocket" built to service passing vessels, have vanished from the local scene today.

But the disaster-plagued Durocher firm was by no means the only one to leave unsightly wreckage along the town waterfront. There were many more. Farther up the village's shoreline, scattered here and there for about a mile and inviting disaster to other craft, are various additional boats. ...big and little, completely submerged or partially submerged, intact or partly intact. These include the fishing tug MINTA K., the lumber hooker TWO MYRTLES, the ferryboat PHILIP, the steam barge ALICE C., the sandsucker JOHN CULLENS, the tug LILLIE A., the steam scow M. S. TREMPPE, and several others.

The MINTA K., owned by the late Fred Kelly, a commercial fisherman, and named for his wife, sank where she still lies, behind the old dock farther "uptown" which began as a coal-fueling spot but which, in recent years, has become known as "the Conservation dock." The MINTA K. has lain there, useless and unwanted, for many years.

The TWO MYRTLES, some 80 feet long, with a 26-foot beam, was built on the east shore of Lake Michigan for a lumberman who chanced to have both a daughter and a granddaughter bearing the name Myrtle. So his vessel became the TWO MYRTLES. Later, the U. S. Government purchased the lumberhooker from her original owner, converted her into a lighthouse tender, and renamed her CLOVER.

During the middle 'thirties, De Tour's widely known old sailorman, Captain Dan McInnes, bought the CLOVER from the Government, whereupon her documental name, TWO MYRTLES, was restored to her. After using her for a time, Captain McInnes sold her to Billy McLeod, who happened to be her owner when she sank in about eleven feet of water. Until last winter, the TWO MYRTLE'S tall spar, extending high above the water alongside the Conservation dock, presented a picturesque subject for camera fans, but there her usefulness ended. Today, however, even that "usefulness" has vanished. Chances are, some villager walked out over the ice last winter and removed the projecting spar for use as firewood. Several attempts have been made to salvage the TWO MYRTLES, all without success.

Permanently berthed on the bottom alongside the MINTA K., lies the old ferryboat PHILIP. Built as a two-masted schooner for the lumber trade but carrying an auxiliary engine, the PHILIP finished out its lumbering days in Charlevoix then, about 1924, was bought by the late George Murray Seaman, of Drummond Island, and made into a ferry. She served on the De Tour--Drummond Island ferry run from 1924 to 1929, then was sold by Seaman to the late Joe Krol, of De Tour, who used her in the same capacity. She caught fire, burned, and sank during the winter of 1930-31, settling to her grave beside Fred Kelly's MINTA.

Just a bit south of that point, down by the old mill slip, from where De Tour's famed Moiles mill was stolen in the late 'eighties, lies the LILLIE A. The LILLIE A one of the De Tour area's best-remembered small boats, was a steam tug used for fishing, towing, and all sorts of work for many years. And long before her end, her helm has known the hands of many of the area's best sailormen.

Brought up from Bay City by the late Captain Alva Butterfield, the LILLIE A., about the turn of the century, became the property of Captain Dan McInnes--being, incidentally, McInnes' first self-owned tugboat. "Cap" McInnes operated her until 1904, then sold her to Bob Hill, a local fisherman. Hill fished with her--out of De Tour and out of various ports on Lake Michigan--then sailed her back "home," removed her boiler and engine, and allowed her to sink into oblivion. The LILLIE A. was a victim of old age.

Then there's the ALICE C., a 65-foot steam barge which began life as a fishing boat, saw limited service as a ferry, and ended her days as junk on the De Tour waterfront. Built for the Coffee Fish Company of Manistique, she fished out of Manistique for the Coffees and also for the Gallaghers, of Beaver Island. Ultimately brought to De Tour, she was owned at various times by Clarence Stewart, Joe Krol, and Billy McLeod. On a day during World War II, "Cap" McInnes came into De Tour towing a gasoline carrier which had gone aground off Hog Island in Lake Michigan during a storm of the previous fall. McInnes nudged his big tow into the shallow water between the Watson and Sims docks, and left her there to await salvage bidders.

Now it happened that the ALICE C., was woefully in need of repairs at that time so the boys took her in behind the stricken gas-carrier, hoping the leeward position would protect her during the outfitting operation. And it did protect her--from the restless water. But nothing could protect the ALICE C. from the weight of her years; her number was up. She foundered and sank while her boiler was being removed. Junk dealers eventually purchased the big gas-carrier and John Roen towed it away to distant Detroit. But the ALICE C. remains--another more or less permanent fixture on the local scene.

In addition to the sandsucker JOHN CULLENS, which also is on the bottom close by the STE. MARIE, the GENERAL, the LOTUS, and the two MICHIGAN CENTRAL sidewheels, still another sandsucker, name unknown, can be found on the De Tour doorstep. Both of these were brought up from Marine City by Pierce McLouth (father of the last Michigan Conservation Commissioner and Detroit steelman, Donald McLouth), who held

a contract to fuel Standard Dredging equipment doing work up Neebish way. While being fitted out at De Tour preparatory to beginning the final year's work at Neebish Cut, the first McLouth sandsucker caught fire and burned. McLouth immediately sent for the JOHN CULLENS, which hurried up to finish the job. Like her sister vessel, the CULLENS also went to a watery grave, but only after the Neebish job had been completed and she had been sold to the Durochers.

Last, but by no means least, of the De Tour derelicts is the M. S. TREMPPE, which can be called De Tour's most historic frontyard relic. Owned by the Trempe (pronounced Tromp), of Sault Ste. Marie, she is said to have been the first steam scow to ply the St. Mary's River. A side wheeler of considerable power, she was about 150 feet long and some 40 feet wide. Old-timers of the area say the TREMPPE was towed down from the Sault and abandoned. Captain McInnes, now in his later seventies, says the big sidewheeler was used for the final time back in 1892, more than sixty years ago, when Captain George Church using the LILLIE A., towed the Trempe to Addie's Island "to fetch cobblestones to make the De Tour Cedar & Lumber Company dock." Captain George Church was one of the sailormen sons of Captain J. Wells Church, of Harbor Island. George Church, later to become a skipper for the D & C Lines, of Detroit, "made one or two trips with the TREMPPE to Addie's Island," Captain said, "then left her on our waterfront--to sink where she is."

For some years after settling to the bottom, just off the town shoreline, the historic old M. S. TREMPPE served local sailormen by providing shelter against almost any kind of wind. Little by little, though, she slipped farther and farther beneath the surface, providing less and less lee protection to small boats. She still projects above the water here and there today, but provides little shelter for anything larger than a rowboat.

B E S U R E

to note our new address. See page 2 and "Letter from the Editor, P-6



A LETTER FROM THE EDITOR

To Members and Subscribers:

During the month of April your editor will not be at headquarters. This means that your letters may not receive immediate attention. I am moving off of the schooner "J.T.Wing" and taking the office with me to the

Detroit Historical Museum
Woodward at West Kirby
Detroit 2, Michigan.

That will be our address until further notice. You may address the Guild there and immediately upon my return it will receive attention. Continue sending in copy for Telescope,---just change the address.

Telescope will reach you early, for the month of April, and may be a little late getting to you in May. In an organization like the Guild situations of this kind are inevitable. The tasks falling to the Secretary-Treasurer, who is also editor of the our monthly publication, are many, and they call for the expenditure of considerable time and effort. Up to this point it has not been absolutely necessary to call on other members for help but that era has come to an end. At the March Meeting Prseident Ruhl stated that he would, as soon as possible, appoint a number of committees, among them being one to help with getting out Telescope. This is imperative if we are to progress, or even hold gains already made. Detroit members are asked to volunteer for this committee.

Yours for better service

Joseph E. Johnston
Editor, Telescope.

MARINE ENGINEERING

by Robert Radunz

II.

The student of marine engineering who lives near the Great Lakes is more fortunate than his ocean brethren. If the Lake student wants to study the general types of marine plants in use 50 years ago it is a rather easy task as there are still many half century vessels sailing. He can pick almost any period during the last 50 or 60 years and find a floating representative. If the desire is to learn about the latest engineering advances all he has to do is inspect a ship like the George Humpheries. Our barnacle encrusted compatriot can hardly boast such a variety as can be mustered on the Great Lakes.

For the sake of variety I have chosen to compare two ships, both built in the same yard, the American Shipbuilding Co. at Lorain, Ohio - both at the time of their building the finest ship on the Great Lakes--one a reciprocating engine, the other a turbine, both coal burners.

The Harry Coulby was launched in 1925, length, overall, in feet, 630.9, breadth in feet 65. The Coulby is a single screw ship. Her triple expansion engine consisting of a high, intermediate and low pressure cylinders being 25½, 41 and 67 inches in diameter with a common stroke of 42 inches was reported to have an indicated horsepower of 3000 at 95 revolutions.

The main engine valves consist of double ported slide valves for the intermediate and low pressure cylinder, while a pis-

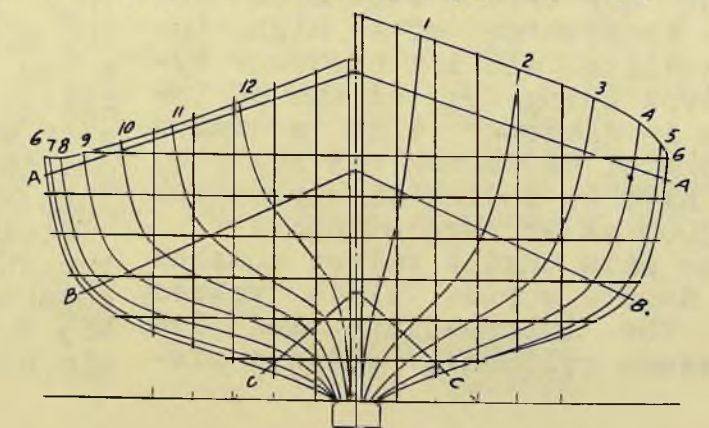
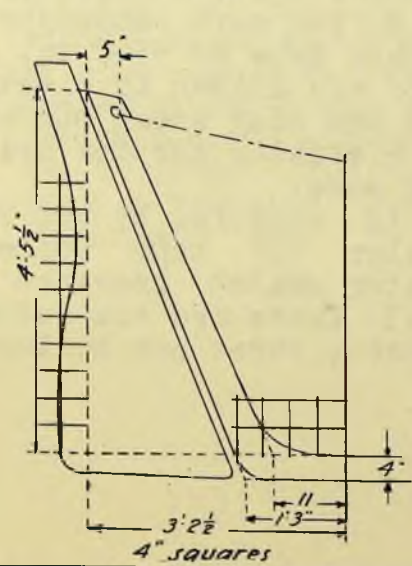
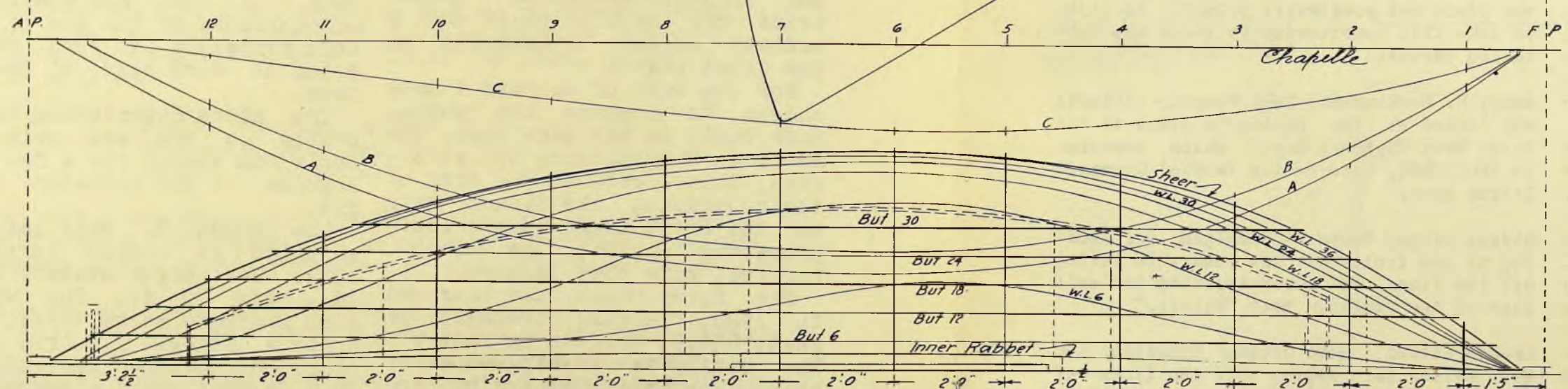
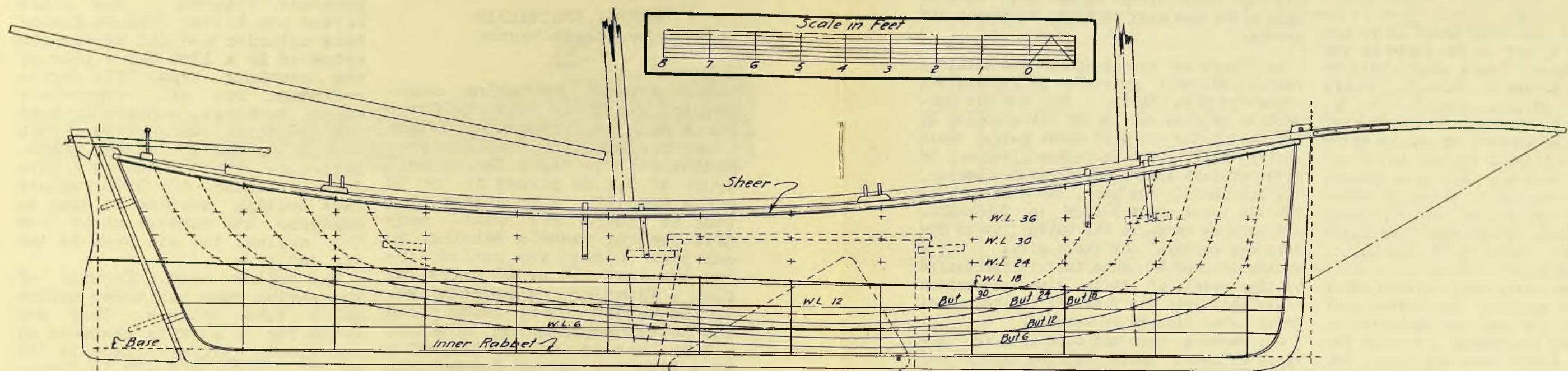
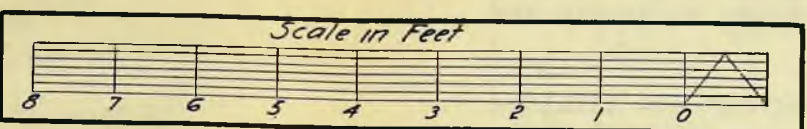
ton valve is used for the high pressure cylinder. The slide valves are fitted with an assistant cylinder and all valves are actuated by a link valve gear of the overhung type. The engine cylinders are all completely steam jacketed, conserving heat and reducing condensation. The thrust bearing is of the horse-shoe type with 7 collars. A surface condenser of 2700 square feet cooling surface is used to condense the exhaust steam from the engine. The air pump is the air jet type.

The boiler room, forward of the engine room has three marine water tube boilers. They are built for a working pressure of 215 P.S.I. Grate surface is 191 sq. ft. Induced draft is furnished by a fan. Ash ejection is accomplished by the use of two 5 inch hydraulic ash guns, one located on each side of the fire room.

The above description is the Coulby as she was originally built and except for a few minor changes as she probably is today.

The Ernest T. Weir left the shipyard at Lorain April 12, 1953. Her length overall is 690 ft., beam 70 ft. The Weir is also a single screw vessel driven by a General Electric cross-compound turbine designed for 7000 normal shaft horsepower at 108 R.P.M. The main condenser is a two pass type of 5500 sq. ft. All pumps are driven by electricity and the only steam operated one is a standby turbine driven lube oil pump.

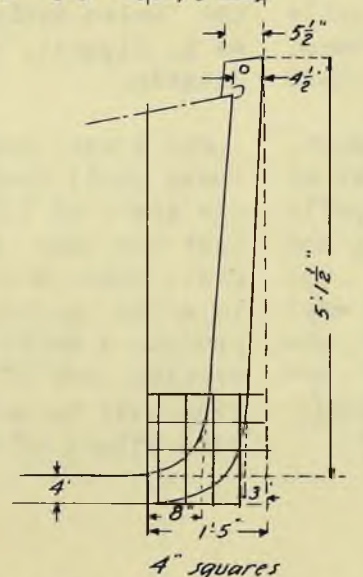
Steam is supplied by two Foster-Wheeler "D" type boilers, superheater outlet pressure is 465 P.S.I. There are six automatic stokers, three per boiler.



Diag A up 4-0 on £, out 6-0-0 on W.L. 24
 " B " 29-6 " " 4-0-0 on W.L. 12
 " C " 1-4-2 " " 1-6-0 on Base
 Buttocks and W.L.'s spaced 6"
 Hts. on Stem & Post at inner rabbet
 lines to inside of plank

Mackinaw Boat
 Lake Michigan type of about 1881
 Taken from half model

Length bet. perps. 26' 7 1/2"
 Beam moulded 7' 8"



COMING SOON

The Erie Boat

The story of the "Erie Boat" is an extreme case, but is not unlike those of the other types of Great Lakes small craft of by-gone days. Howard I. Chapelle, in his "American Small Sailing Craft" (W. W. Norton & Co., N.Y.) states: "The Erie Boat apparently was the product of two or three builders at Erie (Penn.) and was built nowhere else. The boat has long been extinct and is recorded only in a couple of known half models and by a few descriptions. Hall's description, in his report on ship-building for the Tenth U. S. Census, is the most complete.

...The boats were skeg-built with a short and rather heavy counter; the rudder post was inboard, and its head was supported by a high and strong sternsheet on which the fishing net was stowed when working. The model shows good lines, and the boats are said to have been both fast and seaworthy. They were built almost entirely of oak, and in many boats oak was used for plank-ing. Sawn frames were used in some of the boats, making them very heavy, and consequently they sat low in the water.

The rig shown is reconstructed from Hall's description, which states that the rig came originally from New York. Hall also mentions in his field notes that, in 1881, Loomis, who built boats with skegs, intended to omit these in his new boats. This indicates that some of the boats may have been built with balance-rudders, like sharpies. The half-models and Hall's description led to the conclusion that the Erie boat was built to a very narrow range in dimensions; the boats were apparently all about 28 feet length and 8 feet beam, which shows they were practically stock boats."

Everyone with a nautical turn of mind, in Europe and the United States, knows of our very good friend Howard I. Chapelle but not all know of his far-reaching and intensive research efforts. This was brought to our attention a while back when we contacted the Greenwich (England) museum for information on vessels of the British fleet at the Battle of Put-in-Bay. Their advice was, "Contact Chapelle."

for re-sawing to exact dimensions for such items as decking, planking, etc. It would be advisable to write first, explaining the needs for any particular model. We can rip paper-thin strips up to 3/4" wide in soft woods and will be happy to supply the service.

Mr. Chapelle is a thorough and tireless worker and most generous in sharing his knowledge with others. He, and his publishers deserve our thanks for allowing us to reprint the plans of Great Lakes small sailing craft. The full-size plans may be obtained from the W. W. Norton & Company, 101 5th Avenue, New York. We will not reproduce these plans except in TELESCOPE. All we wish to do in the matter is to inform our members that these plans are available, and we hope that in the course of time models of these almost-forgotten boats will join the fleet in the Museum of Great Lakes History at Detroit.

Our members have not been idle in the field of Lakes small sailing craft. For their cooperation in our efforts to produce plans not previously brought to light we take this opportunity to thank the following persons:

Henry N. Barkhausen, Lake Forest, Illinois who loaned us the builder's plans of his Huron boat "Butcher Boy," which appeared in TELESCOPE, incorrectly labeled Drummond Island boat.

Oliver Birge, Hessel, Michigan, for sending us the fruits of his labors in taking off the lines, and reconstructing the sail plan of the Mackinaw boat "Wabesi."

Loudon Wilson, Lake Orion, Michigan, and Mrs. Wilson for taking off the lines of the "Helen MacLeod II," now named the "Anna S. Piggott," a Huron boat from Bayfield, Ontario.

For those who wish to build models of these small craft we would like to suggest the scale of 1/2" to 1'. This is the scale that has been adopted by the Museum of Great Lakes History. It is large enough to allow plenty of detail, but does not produce a model too large for a home decoration, and if displayed at the museum, they will be more meaningful in comparison with others of the same scale.

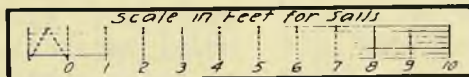
Offsets in Feet Inches & Eighths to inside of plank

	Stations	Stem	1	2	3	4	5	6	7	8	9	10	11	12	Post	
Heights above Base	Sheer	48-0	45-3	40-5	38-5	35-1	32-4	30-4	211-5	211-2	300	3-14	33-6	37-2	420	
	But 30 out	x	x	x	21-4	1-16+	0-10-7	0-10-0	0-10-6	10-6	1-4-6	110-6	x	x	x	
	24"	x	x	3-11-6	1-40	0-10-2	0-8-1	0-8-0	0-8-6	0-11-1	12-2	16-4	23-1	x	x	
	18"	x	x	1-11-6	1-0-3	0-8-0	0-6-1	0-6-0	0-7-1	0-9-4	10-3	14-0	19-0	x	x	
	12"	x	x	12-4	0-8-5	0-5-2	0-4-1	0-4-0	0-5-2	0-7-4	0-10-1	11-3	15-2	23-5	x	
	6"	x	22-0	0-4-4	0-4-3	0-2-1	0-1-4	0-1-3	0-2-2	0-3-6	0-6-0	0-8-7	1-1-2	1-8-2	x	
Inner Rabbet	x	00-2	00-0	on Base Line											00-0	x
Half Breadths from $\frac{1}{4}$	Sheer	00-6	0-9-4	20-3	211-1	35-3	38-6	310-0	39-3	37-6	34-1	210-6	23-2	15-6	00-6	
	W.L 36" up	00-6	0-7-3	110-0	29-3	34-6	38-4	310-0	x	x	34-1	210-4	22-5	13-5	00-6	
	W.L 30" "	00-6	0-6-4	1-8-4	27-4	33-4	37-5	3-9-2	38-4	37-0	33-2	29-2	21-0	11-2	00-6	
	W.L 24" "	00-6	0-5-4	1-6-2	25-4	31-4	36-3	38-2	37-1	35-3	31-4	26-7	19-3	08-6	00-6	
	W.L 18" "	00-6	0-3-6	1-2-5	22-0	210-7	33-7	35-4	3-5-2	32-4	27-7	110-6	13-0	04-2	00-6	
	W.L 12" "	00-6	0-2-1	0-6-5	1-4-6	22-5	28-4	210-4	28-7	23-2	14-5	09-2	04-4	02-0	00-6	
	W.L 6" "	00-6	0-1-1	0-3-7	0-7-7	1-1-4	2-5-4	1-6-0	1-2-0	0-9-4	0-6-0	0-4-0	0-2-3	0-1-3	00-6	
Inner Rabbet	00-6	0-0-7	0-1-3	0-2-0	0-2-4	0-3-1	0-3-3	0-3-2	0-3-2	0-3-0	0-2-2	0-1-5	0-1-1	00-6		
Diags.	Diagonal A	x	0-9-2	20-1	211-3	36-5	310-5	40-1	311-4	39-5	36-2	30-2	24-4	16-0	x	
	" B	x	0-7-2	18-5	26-7	32-0	36-3	37-6	3-6-6	34-7	30-5	26-6	11-5	1-1-4	x	
	" C	x	0-3-4	0-9-3	1-1-0	1-4-2	1-5-4	1-5-6	1-4-3	1-2-1	0-11-7	0-9-2	0-6-3	0-3-2	x	

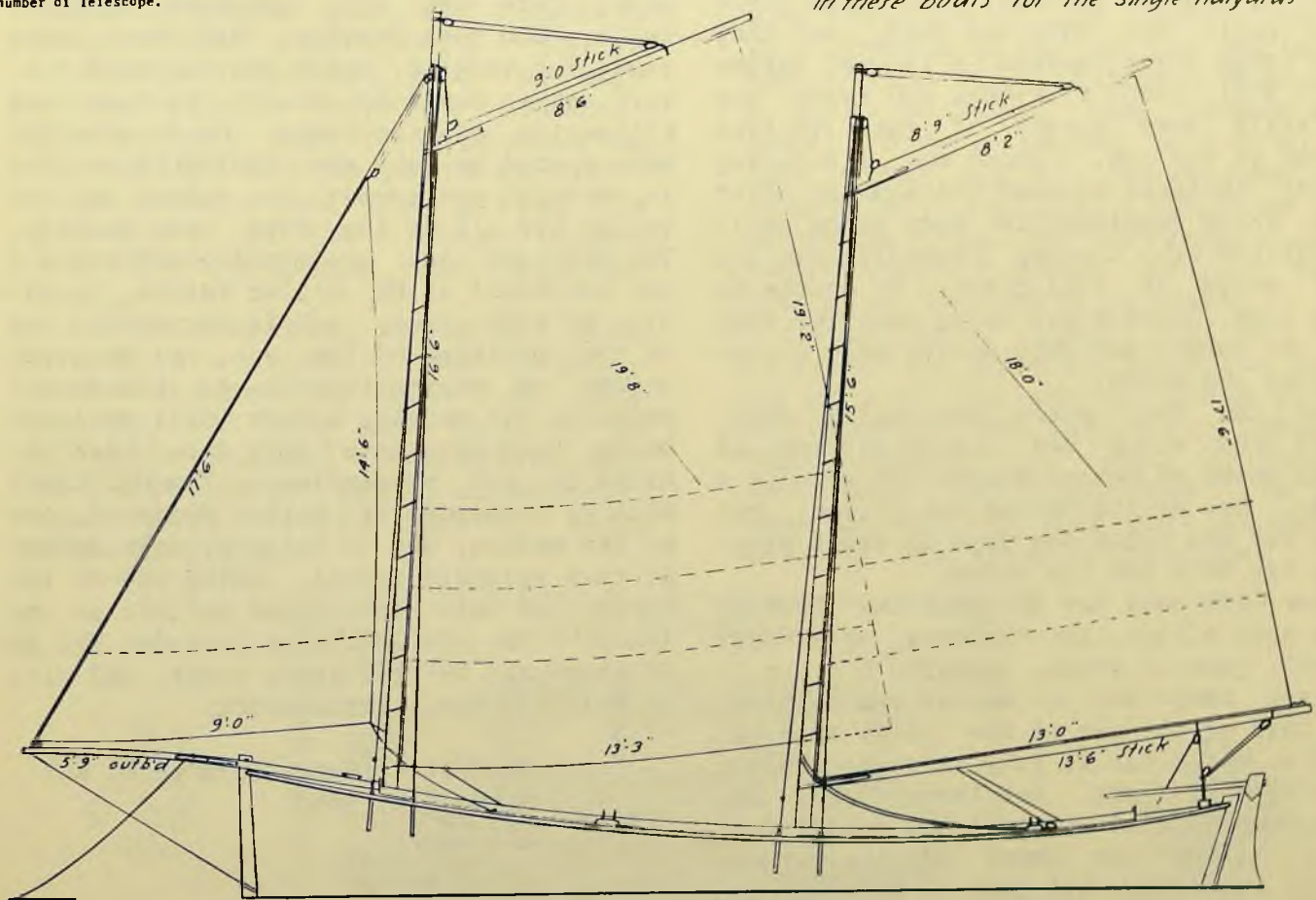
A LAKE MICHIGAN MACKINAK BOAT.

(See pages 8 and 9)

These plans are reproduced from line prints loaned by Howard I. Chapelle, N.A. and his publishers W.W. Norton Company, N.Y. They will not be reproduced by the Guild except in this number of Telescope.



One of a number of leads used in these boats for the single halyards



Sail Plan from dimensions, descriptions and pictures.

PIER COVE, MICHIGAN
by Miss Phyllis Robertson

How many times one drives down side roads along Michigan's shores of its Great Lakes, through areas, now reclaimed by nature, where once were thriving, bustling, lake port towns. There is nothing there to show the casual observer anything of these towns, but old timers will tell you where the towns and docks were located and maybe if you look hard - you will find a couple of posts sticking up out of the water, all that is left of a one time big pier, or perhaps in walking through the brush one will find a few holes in the ground that once were basements of homes in that town. Such a place is Pier Cove on the shores of Lake Michigan, four miles north of Glenn.

Little would one think as they drive through this woodland that before the Civil War this was a scene teeming with activity, a lumber and shipping center, one of the most thriving between Muskegon and St. Joseph, Pier Cove, which was first named Cover, was built around a water wheel sawmill, erected in 1846. Two large piers were built out into the lake, and they were large piers because a team of horses could haul loads of timber 200 yards out and still have plenty of room to turn around at the end. There was a thriving lumber business between Chicago and Pier Cove which continued for many years until a railroad went through Fennville and the mill moved to that place. Of course by that time, Chicago was using coal for fuel and the lumber had been pretty well cleared from the scene.

Now the huge piers have rotted away, piers from which old timers say one of these teams of horses backed off of with a wagon. One of the horses was killed, but they say the other one swam to shore dragging his mate and the wagon.

Pier Cove once had 40 homes and boasted of a post office, two churches, grist mill school, general store, tannery, hotel, cabinet shop and of course two saloons, and this on the eve of the Civil War. As late as World War I, lake steamers stopped here with tourists, but the old mill was torn down in 1917 after it had rotted down. Today, there are three of the town's houses remaining, all that is left of another chapter of the exciting story of Michigan's lumbering era.

LAUNCH

On Wednesday, the fifth, the new vessel built by Messrs. Woodward and Killmaster at Backhouse's dock, Port Rowan, bid farewell to mother earth and took a greasy highway into the watery element. The hour for her final departure from terra firma was fixed at 2 o'clock p.m., but it was two hours later before she concluded to leave. The adjacent banks, which afforded a good view, were crowded with spectators, a large portion of whom were ladies dressed in their best holiday attire. When everything was ready, Capt. Richardson announced from the deck the name of the vessel, asking the spectators to give three cheers for the GARIBALDI when she struck the water. A moment's pause, and the last wedge was struck, and the GARIBALDI (the Italian liberator) left gracefully for her intended element, which received her with a becoming splash. The GARIBALDI is acknowledged by connoisseurs to be the finest model and best built vessel ever launched on this shore of Lake Erie. She is 106 feet keel, 15 feet beam, 11 feet in the hold, fore and aft, schooner, clipper built, 260 tons burthen, will cost, when ready for sailing, about ten thousand dollars and is owned by Messrs. Woodward and Killmaster, of Port Rowan. No expense has been spared to make the GARIBALDI perfect in strength and speed; her timber and material are all of the very best quality. The designer and principal architect of the GARIBALDI is Mr. Oliver Wolven, a native of this place, and is certainly one of the geniuses of the age, as he never served an apprenticeship at his trade; whenever his models, either small or large boats, have been seen they have been admired by his profession. The GARIBALDI will be commanded by Nathan Woodward, one of the owners, who is in every way worthy of this splendid vessel, being one of the oldest and most experienced sailors on the lakes. The GARIBALDI is intended for the Chicago and Buffalo grain trade, and will be ready in about three weeks.

Norfolk Reformer (Simcoe C. W.)
August 13, 1863

MUSEUM NOTES

The Maritime Exhibit for April will be made up of rare old charts of the Great Lakes, one of which is based upon surveys made as early as 1840. Another is a handmade chart, done on linen by some unknown cartographer of the past century. Modern charts also will appear in this showing, some of them from the Lake Survey which is charged with the making of Lakes charts in our time.

There will be other maps and charts of great interest, beautifully done especially for the Museum of Great Lakes History. One shows the volume and direction of flow of iron ore as it moves from its point of origin to the steel mills. Another shows the same regarding coal and coke. Original stands of timber; copper and iron deposits are shown on another. Indian trails, villages, and portage places fill several others. Then, there will be maps showing the early French posts and British forts, and one giving the locations of the Indian tribes when the Europeans came into the land.

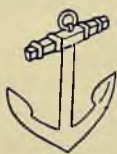
At this writing we do not have a complete list of the objects to be loaned by the U.S. Lake Survey, but they have assured us of their fullest cooperation and we know from past experience that they always come up with something good.



This special showing will be officially opened on April 3 and will be followed by a special showing of prints and of famous Lakes vessels. This will open on May 1.

Circumstances have caused us to alter our schedule of special exhibits and we may be forced to do so again, but at this time we expect to present "Builders' Half-models" following the display of prints. Aides to navigations, featuring lights, bouys and beacons of the Great Lakes will have a place in the series, and others will follow. Make it a point to visit the museum at least once a month so you will not miss any of these special exhibits. Our list contains enough material to present a new exhibit every month or so for the next two years or more.

It is quite likely that out of each of the special exhibits one or more of the better items will be incorporated into our permanent display, if only to indicate that our interests lie in that direction, and that we have more of the same in storage.



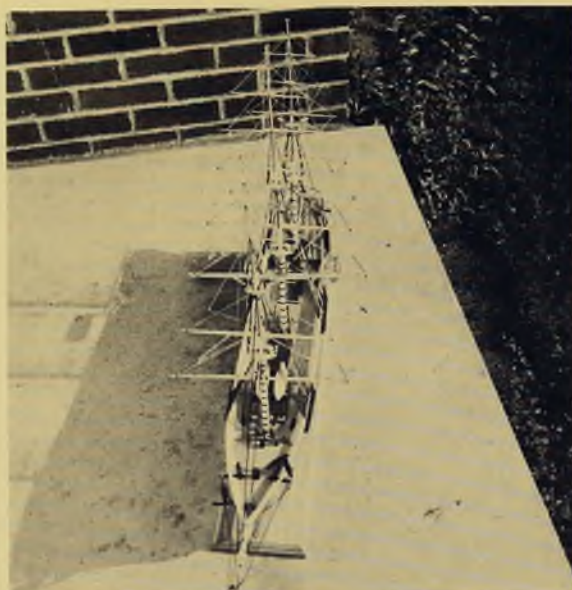
Recently we requested members to register their models. There are several reasons for this. First, we should not keep our lights hidden under a bushel. The work that has been done by Guild members deserves recognition, even when their work has not been on Great Lakes vessels. The lack of plans for these has been acute, until we began turning out plans about three years ago. Second, some of us for one reason or another, wish to sell, sometimes. Occasionally there is a market for them and since none of us can continue building models and putting them on the mantel, it is well that, from time to time we dispose of some of them.

The Guild does not act as a middle man in such a deal, but we gladly do what we can to bring members into contact with prospective buyers. The way to do this is through a register of available models.

The first response to our suggestion came from Mr. A. L. Flagler, 3016 Academy Drive, Windsor, Ontario. Mr. Flagler makes the following statement:

"I have a clipper ship, 'Sovereign of the Seas', built on a scale of 1/8" to 1'. The model is 31" long. She won first prize in Senior Sail in the 1954 Annual Exhibition of the Great Lakes Model Shipbuilders Guild, and is in perfect state of repair. My telephone number is CL-36956, Windsor, Ont.

All of us who were present at the 1954 exhibition remember this model, with its full detail and fine craftsmanship. In the small photographs such as the ones shown here (those do not show, but they are there).



View looking down on the main deck.



Bow View.



Left: Side view of "Sovereign of the Seas."

This is one of the finest models ever entered in a Guild model exhibition, - and we have had some fine ones in the past four years.

Let's have some more registrations.

MICHIGANIA

by Ruth Rouse

"The Great Lakes are many things--the gleaming at the end of a long street in Chicago, the smoke blowing across the Johnny Walker sign at Windsor, Ontario, the long red docks at Ashland, the excursion steamers jammed to the rails on a Sunday morning in Detroit, the flashing towers of Spectacle Reef and Rock of Ages, the red shore, the water slapping at a crumbling lumber wharf in Cheyboygan, the moon shining on the rock face of Neebish cut, Perry's monument dreaming of an almost forgotten victory at Put-in-Bay, a lightship rocking at the mouth of Lake Huron, the fishing boats chugging into St. Ignace with a web of gulls around them, a freighter creeping up to the Soo with a deckload of automobiles while the sunset flames in all those windshields. But most significantly, they are the long ships passing through the busy rivers and over the wide seaways."

How aptly Walter Havighurst in "Long Ships Passing" describes the feelings of many for "our" Great Lakes. You will find yourself reading aloud to your delighted family, for he covers the Lakes from canoe to steamer, from shipwreck to salvage job, from lumber camp to the great destructive forest fires of 1871, from the frozen-in fleet to big summer storms, from the gospel ship "Good Tidings" to the Mormons on Beaver Island, all in a most interesting manner.



MARINE ENGINEERING

(Continued from P. 7)

The two main generators are turbine driven and deliver 500 KW each. There is a diesel run standby generator rated at 180 KW.

To list the numerous pumps, feed heaters, lube oil equipment and other items of machinery used in a high pressure turbine system would take more space than has been allotted to us for these few paragraphs--suffice it to say that the engine room of the Weir makes the Coulby by any comparison a little on the ancient side. In less than 30 years steam pressures have more than doubled, horsepower has doubled, no longer does the engineer watch the beautiful motion of the old up and down engine, instead he reads gages and takes temperatures.

Is the Coulby so ancient? By Lake standards she has another 15 or 20 years to live. Will the Weir and the other hotshot ships be around 40 years from now when they will be competing with gas powered turbines and atom fired boilers or will they be relegated to the junk pile because they had too much machinery to keep up and replace? As a student of marine engineering I hope I'll be around to find out because I know that here on the Great Lakes lies the answer.





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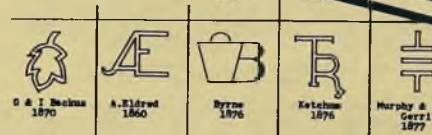
If you love the North Peninsula and people who live, move, and have their being there you will love this delightful piece of the kind of fiction we have been waiting for.

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Telescope

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