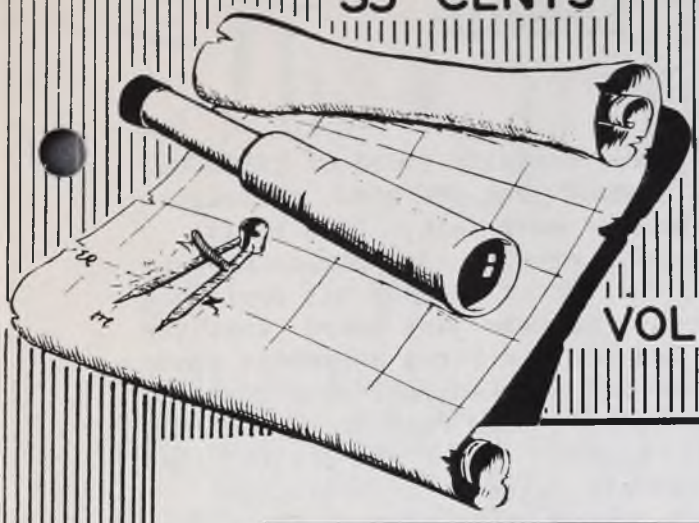
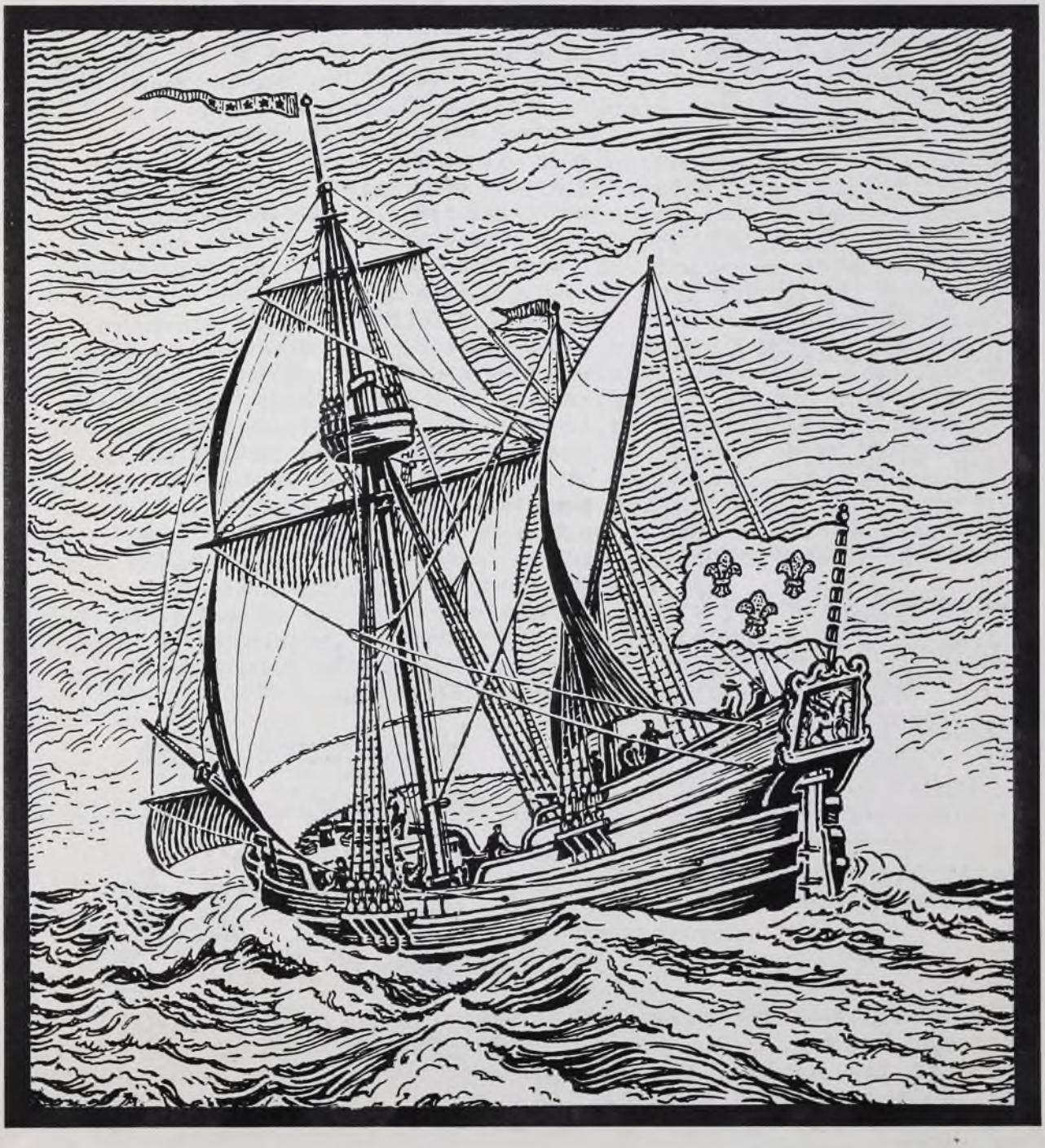
35 CENTS



TELESCOPE

VOL. 7 FEBRUARY 1958 NO. 2



Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

5401 Woodward Avenue

Detroit 2, Michigan

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 at 5401 Woodward Avenue, Detroit 2, Michigan, is official headquarters for the organization and 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.

Supported in part by
THE
DETROIT HISTORICAL
SOCIETY

****

Joseph E.Johnston,
Editor
Robert H.Davison
Associate Editor

Membership runs by the
calendar year: $4.00

Editorial

THOSE BELOVED CRITICS

We have just received definite proof of TELESCOPE having been read, and by just the kind of readers we like. That brings on more talk. Lots of it.

Every time a "doozie" creeps into our columns we hear about it, and the editor defends his position, or admits the error. We have just heard that the WALK-IN-THE-WATER was not the first steamboat above Niagara,and that she was wrecked, not near Dunkirk, N.Y., but near Buffalo. This from Mr. Eric Heyl, and usually he is right. All I can say is that sources, here in Detroit, give it as published.

From Mr. Gordon M.Potter,of St. Joseph, Michigan, and also from Mr. Rogers Neely, of Bloomfield, N.J. come statements that on P.12, December TELESCOPE, under the heading of "Marine News, 1957" (compiled by Robert B. Radunz) we are in error regarding the cruise ships visiting Milwaukee. Mr. Radunz has only the newspapers to go by, so we can see how that one happened. We are all quite familiar with newspaper items. For the record the comments of both Potter and Neely will be published.

All this leads up to the subject which has been touched upon many times by your editor--contributions to TELESCOPE by the oldtimers. One critic urges caution, lest we make a mistake. In the past we have exercised caution to the point where we were getting nothing done. Now,realizing that there is perhaps no reference work entirely free of errors we have decided to emulate Admiral Farragut at Mobile Bay. From here on it will be "D--- the torpedoes. Full speed ahead."

That we will make mistakes, goes without saying, but at least we will be getting on with the work. The columns of TELESCOPE are open to all members. We hope that those of us who are in possession of all the facts will contribute. If not, we hope they will continue to give us the benefit of their constructive criticisms.

VOLUNTEERS WANTED

To man the Guild-Museum exhibit during the

DETROIT NEWS BOAT SHOW
Detroit Artillery Armory
West Eight Mile Road
Oak Park, Michigan
February 22 - March 2, 1958

Hours will be: Saturdays and Sundays 12-00 noon to 11-00 P.M.,Monday through Friday, 2-00 P.M. to 11-00 P.M. This is our best Opportunity to meet the public, get new members, and sell our publications. You can help by taking a turn at our booth. State days and hours you can work so we can arrange for passes. Call J.E.Johnston, Te-35410 days, Vi-37820 evenings.

The Griffon

By Joseph E.Johnston

Illustrations by Rowley W.Murphy,and made available to TELESCOPE by Rous & Mann Press,Ltd.,Toronto..

SHIP OF TRAGEDY

Of all the thousands of vessels that have sailed the Great Lakes none has been more discussed than LaSalle's "Griffon", the first to navigate the waters above Niagara Falls. Some of this discussion stems from the vague accounts left by Father Hennepin, the chronicler of her only voyage.

The tonnage of this historic little vessel has been given as fifty, and as sixty. Her rig, according to Hennepin, was that of a brigantine, yet illustrations in his book show her with three masts so rigged as to make her a bark. One picture has her with a stern so round that it looks little different from her bow, while another shows a high, flat transom. Out of this conflicting data many conceptions of her appearance have derived. About all that we can do is take the plans of contemporary vessels,of her size, and by eliminating those details which, under the circumstances of her building, would have been left undone. A few carpenters, working among hostile Indians, in a strange wilderness, and under pressure of time, would hardly embellish their work as did the protected artisans in the shipyards of Europe.

Vessels, of the "Griffon's" time, usually carried, far out on the bowsprit, a basket-like "top" above which was raised a small sail on a yard arm. This was one form of jib, and a similar but much larger square sail was carried below the bowsprit, for the same purpose. Without a doubt the upper of these was dispensed with because of the time required for its fabrication.

The round stern, indicated in one illustration in Hennepin's book, is perhaps the most difficult types to build, so it would hardly have been adopted for a vessel to be constructed in a wilderness. The flat transom, on the other hand, is the easiest to build, so, in my opinion it was the type adopted for the "Griffon."

Some students of this subject believe that this little vessel had no raised deck forward for crew quarters and for the stowage of gear. According to these students the crew had to sleep below deck in the cargo space. To the experienced seaman this would seem highly improbable. Such an arrangement would necessitate a hatchway into the cargo space for quick entry and exit by the seamen when called on in emergencies. Such an opening would permit entry into the hold by water from seas breaking over the deck, constituting a major hazard. Furthermore, in so small a vessel cargo space was too valuable to be used for the crew. Space for the seamen and spare gear could be more cheaply provided by having a raised deck forward. The theory that the crew lived in the afterquarters does not take into account the personal traits of LaSalle who,being the head of a vast enterprise, and somewhat arrogant, would hardly relish bunking up in the tiny afterhouse with common seamen. So, I hold that there was a raised deck forward on the "Griffon".

In the light of subsequent findings it is recognized that Father Hennepin was very loose in his treatment of facts, and since his book was written for the general public his "brigantine" designation may, or may not, have been correct. With all these uncertainties as to the type of the "Griffon" we still believe that Hennepin's account of her voyage is basically true and in abbreviated form it is given here.

HER BUILDER

Rene Robert Cavalier, de la Salle was born near Rouen, France in 1643 and in 1666 sailed for New France

to seek his fortune. He brought with him, as capital, about 400 livres, and was soon the proprietor of a large grant of land just above the La Chine Rapids, about nine miles upstream from Montreal. Here he could have remained for the rest of his life, a respected and prosperous member of society, but for his insatiable ambitions.

Having heard of the Mississippi River he sold his property and set forth to learn what he could of the remote lands through which it flowed. For several years he roamed the wilderness, exploring and dreaming of future empires to be built upon the fur trade. On his return to civilization he was able to obtain the necessary authority and financial backing to begin making his dreams come true. The "Griffon" was a necessary part of his plans, for by 1678 his fur trading ventures had outgrown the bark canoe for transportation purposes.

THE BUILDING

At a point, roughly six miles above the falls of the Niagara River LaSalle's trusted lieutenant Tonty, with Father Hennepin, began the building of the vessel, late in the year 1678. Never was a ship built under such trying conditions. Every timber that went into her had to be taken from the forest and shaped with primitive tools. Temperatures that froze the sap in the wood made the materials hard and brittle. Borings had to be made for every fastening lest the lumber split and be made useless after being laboriously shaped by adz and ax. The neighboring Indians pilfered the priceless iron which had been brought all the way from France, and threatened hostilities when this was resented. As the vessel neared completion the attitude of the Indians became so ominous that she was launched sooner than planned for, and the rigging and finishing touches were added after she was afloat. Between the freeze of 1678 and the thaw of 1679 the first vessel above Niagara had been built and launched. No wonder that the Indians were impressed.

THE VOYAGE

Father Hennepin stated: "The vessel was sixty tons burden, completely rigged, and found with all necessaries, arms, provisions, and merchandise; besides seven pieces of cannon, two of which were of brass. There was a griffin flying at the jib-boom and an eagle above, and the other ornaments that were used to grace a ship of war."

Perhaps it is this statement that has given rise to the idea that this little waif of the wilderness was finely finished and ornamented. The conditions under which she was built and the brief time required compel us to believe that once again Hennepin was on the loose with his writing talent.

Afloat, and ready to sail, the "Griffon" lay idle all summer, awaiting the arrival of LaSalle who had been detained at Montreal by financial and other difficulties. Finally, on August 7, 1679, with great ceremony, she got underway and ascended the Niagara River into Lake Erie, helped by a tow line handled by all the man-power that could be spared from the decks. Once out in open water she headed westward into uncharted waters, the first of a vast fleet that has followed in her wake.

A moonless night, aggravated by fog, forced the navigators to proceed with great caution, sounding as they went. Suddenly the sound of breakers reached their ears. All but LaSalle took this to be caused

by changing wind, but he had seen the rude chart of Galinee, made ten years previously, containing a rough outline of the northern shore, showing Long Point. Taking charge, he navigated the vessel safely past this formidible barrier which has claimed so many vessels in later years.

Two days later Point Pelee was passed and the mouth of the Detroit River reached. Here Tonty, with a few men, who had been sent on ahead, were taken aboard. On August 10th, they entered the Detroit River. Here Hennepin tried to persuade LaSalle to stop and establish a post, but he was not impressed, and pressed on to the accomplishment of his great goal the organization of the greatest fur-trading monopoly ever conceived up to that time.

With the wind fresh and fair the "Griffon" the same day entered and crossed the lake out of which the Detroit River flows, and named it Saint Claire in honor of that saint whose festival falls upon the tenth of August.

The entrance to the Saint Claire River they found to be divided into several channels, and after some delay chose one with two to three fathoms of water, and proceeded on their way until contrary winds beset them. It was August 23, before they reached open water in Lake Huron. A fresh wind drove them along the eastern shore until evening, when it changed suddenly to southwest and increased to gale force. Changing course to northwest they came in sight of land to the northward of Saginaw Bay early next morning. By evening the wind dropped to a dead calm as they approached Thunder Bay Island. No satisfactory holding ground being found they proceeded northward with a freshening westerly wind, sounding all through the night. At this point LaSalle, finding evidence of negligence on the part of the pilot, Luc, took over the navigating for the rest of the voyage.

During the forenoon of the 25th they were becalmed, but by noon were again proceeding northward. Again they were struck by a violent wind out of the southwest which caused them to heave to under reduced canvas. By the morning of the 26th the violence of the storm made it necessary to haul down their upper

THE GRIFFON AT SAINT IGNACE

spars and lash them to the deck. In this condition they drifted at the mercy of the waves, until in desperation they tried to rig enough canvas to enable them to work the vessel into shelter of land. This being found impossible they continued to drift during the night.

On the 27th the weather moderated and they were able to reach the shelter of land in the bay of St. Ignace, where they found a settlement composed of Indians and a few Frenchmen. Mass was celebrated by the Franciscans, which LaSalle attended, dressed in his finest raiment and without his weapons.

At St. Ignace LaSalle discovered that fifteen men whom he had sent to trade with the Indians had been induced to desert his interests by stories that his plans were visionary. While some had remained faithful the number that had deserted greatly injured him. All deserters were arrested.

From St. Ignace LaSalle sailed for a point somewhere on Green Bay, thought to be what is now known as Washington Island, but of this there is no definite proof. A better harbor and location for a trading post could have been found in what is now Ephriam Bay, where Eagle, or Horseshoe Island, makes a perfect refuge from storms. LaSalle had sent on ahead, to this point, wherever it was, a number of men to gather furs for him. That they had been faithful to their employer is evidenced by the huge pile of pelts on hand when the vessel arrived,--enough to fully load her for the return voyage to the Niagara River.

It has been recorded that the original destination of the "Griffon" was a post at the mouth of the St. Joseph River, near the southeast corner of Lake Michigan, but word of the great store of furs at Green Bay caused LaSalle to divert the vessel to that closer point. As for his own destination, he had planned to go on westward into the country of

the Illinois, to extend his trading empire, establish a fort to secure the region to the French, and later descend the Mississippi River. So, for the purposes of this account we leave LaSalle at this point and continue with the "Griffon."

(Continued in March)

G U I L D M E E T I N G

7-00 P.M.
Friday February 28, 1958 at
Detroit Historical Museum
Program
Film: The building and sailing of Mayflower II. Model-building session, following.

In Remembrance

CAPTAIN WILLIAM J.TAYLOR

Members of the Guild need no reminder of what Captain William J. Taylor meant to the organization.

His passing, January 16, created a void which will not easily be filled. His interest in the young modelbuilders and their problems , endeared him to all, and his work with self-propelled, all-metal,and very handsome models was inspiring to every one of us. His photo work in the field of Great Lakes ships has never been excelled and shall long remain the envy of all of us who try to capture on film that indefinable quality that makes photography a fine art. In his career, as a skipper of lighthouse tenders as in subsequent retirement he won the title of"The Grand Gentleman of the Lakes".

J.W.WESTCOTT

To Great Lakes seamen there is no name more familiar than J. W.Westcott. His passing,on the fourteenth of January 1958, in Detroit, removes from maritime circles one, of whom it may be truly said "His life was dedicated to service.He was president of the J.W.Westcott Co., which has been serving Great Lakes shipping men since 1873.

From ship owner to deckhand, there have been few who, at one time or another, have not had ocasion to avail themselves of some Westcott service; mail, galley supplies,or the countless incidentals that seamen must get from ashore,to say nothing of reports on the passing of vessels, etc.How it all began, and how the service grew is a long and interesting story which will appear in these columns at a later date.

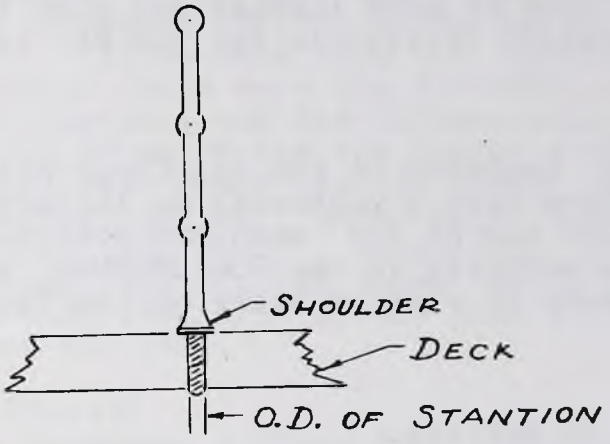
In a long life of service to others J.W.Westcott rankedhigh in the following:

See P. 7

INSTALLING BALL STANCHIONS

Kenneth L. Fairbanks

Since brass rail stanchions are more often used on the upper decks where the wood is thin the problem of securing these tiny fittings is usually a vexing one.Even on the lower, and more substantial decks,especially those with pronounced sheer there is a tendency towards lifting, on the part of the stanchions which are the lowest, when the wire rails are set tight. By turning a thread on the stanchion, where it penetrates the wood, greatly increased rigidity may be obtained.



All that is needed is model-builders' tap and die set, size 00. This set is manufactured by Woodruff and Stroks Co., Hingham, Mass., and can be obtained by any good hobby store. It contains four taps and dies, sizes 00-90, 00-80, 1-72, 2-56 die holders, tap holders, and an Allen wrench. There is a size table on the inside of the box in which they are packed, that gives the tap and die hole size, O.D. size of screw, and the drill size.

The stanchions should be more or less the same size, O.D., on the part to be threaded as this will govern the threads you will cut with the die. For instance, 1/8"-scale stanchions will be .041 on the O.D. This should not vary more than two or three thousandths(plus or minus). This so the die will cut a full thread but will not have to remove too much stock.

By placing the stanchion in the proper hole in the die and holding it in the left hand, you can, with the die, in the die holder, in the right hand easily cut the thread.The thread should be run up to the shoulder on the stanchion,as closely as possible, so it will tighten down on the deck. A drop of glue, preferably pliobond, should be applied to the thread before screwing down into a thin deck to give added support. By using a drill about .010 smaller than the threaded stanchion the threads will engage the wood of the deck and give at least 75% of their maximum holding capacity.

J.W.WESTCOTT

From P.6

Detroit Chapter of the Michigan Society for Crippled Children; the Masons; the Propeller Club; Detroit Rotary Club; and others.

Born in Detroit, December 22 1883,his entire life was spent in the company which his father founded in 1873 to expedite Great Lakes shipping,and which he headed at the time of his death.

MUSEUM NOTES

The year 1958 started with a bang, as far as new materials goes. By the middle of February the following items had been accessioned:

1 Scale model, "Pere Marquette 18," a Lake Michigan R.R. car ferry, a gift of the Chesapeake & Ohio R.R. Co.

1 Kermath marine motor, (1919) from David Underwood of Ann Arbor.

1 Machine for demonstrating the link type of steam valve operation, from Frank J. Slyker, East Detroit.

1 Watercolor, 2 lithographs, and 5 oil paintings of Great Lakes vessels of the past, from the Estate of Mr. George Kolowich. These were formerly on loan to the museum.

Lights on the Water, on Channel 56, 9:00 - 9:30 p.m., by Captain Joseph E. Johnston, February 11, explained lighthouse and ship lighting methods prior to the use of electricity.

GREAT LAKES MARINE NEWS OF 1957
Compiled by Robert B.Radunz
Continued

June 1
Soo Locks forced to close due to heavy fog. Several vessels forced to anchor below the locks or in Whitefish Bay.

June 3
Harold L. Cobeille, vice - president of Cleveland Cliffs Iron Co. named "Great Lakes Shipping Industry's Man of the Year."
Coast Guard Comm. Evor Kerr of icebreaker MACKINAW also receives citation for "outstanding work in keeping Lake Superior shipping lanes open in the worst ice conditions in half a century."

June 5
The steamer SULLIVAN BROTHERS of the Gartland Steamship Co. has been renamed HENRY R. PLATT JR.

June 14
The port of Detroit Commission engages firm to make studies and plan for development of 1,200 feet of river frontage facilities for the St. Lawrence Seaway.

June 17
Canadian package freighter COLLINGWOOD fogbound in the St. Clair River off Port Huron dragged her anchor, smashed into a boathouse on the American shore and then backed off into the bow of the anchored freighter CORNELL. That collision punched a hole amidship in the COLLINGWOOD, two smaller holes below waterline. Ship sinks in shallow water on the Canadian side.

June 19
Freighter COLLINGWOOD raised and towed to Detroit.

June 20
John C. Mackie, Michigan State Highway Commissioner elect, mails employment questionnaires to 436 State Ferry employees. Mackie said, "Placement of these people is a matter which cannot wait." Ferry service will be discontinued when the Mackinac Straits Bridge is opened in November.

June 21
Cruise steamer AQUARAMA is delayed 90 minutes on her inaugural run from Detroit to Cleveland as she has trouble turning around in the Detroit River. Property owners around Marysville complain to authorities that ship passed that City on the St. Clair River, at high speed producing high waves that upset small boats and damaged shore property.

June 23
AQUARAMA scraped Cleveland pier when she loses control of her steering gear. Loss of control caused by high winds. Damage to pier and ship slight.

June 26
Unable to complete her swing into the Detroit River as she was leaving for Cleveland, the steamer AQUARAMA crashed into the Detroit News dock and river - front warehouse at West Grand Blvd. causing damage estimated at $30,000.

Models of Great Lakes Vessels

SOME BASIC HULL DESIGNS

-----PART TWO-----

The glossary for this work will contain most of these terms, but they are also used here in connection with just one subject,--hull types. Vessels are at times classified as one castle,two castle, three castle, etc. The term castle comes from the Spanish word,"casa" meaning "house", or superstructure. It refers to sections of the hull where the sides are continued upward above the main deck. In vessels like the Spanish galleons there were the forwards, or "forecastle", and the "aftercastle", on top of which was the "poop" deck, which was known as "la popa", or "the high place." These were "two-castle" vessels. Relatively few sailing vessels had three castles, but many steamers of the past fifty years had them.

DECKHOUSES

A deckhouse differs from a"castle" in that it does not extend outward to the side of the hull. They may be erected above a "castle", or on any upper deck which is exposed to the weather. They may be all, or only a part of the superstructure.

DECKS

The names for decks have been loosely used in certain quarters, leading to much confusion. For the purposes of this work we mention only those with which we are likely to be concerned in model building. Even so some confusion may result. Let's start with the "main deck". The main deck is the lowest deck provided with water-tight hatches, or other openings, to prevent the entry of the sea. There may be any desired number of decks either above or below the main deck, and those above,may,or may not,be water-tight. In general, in cargo vessels, the decks below the main are called 'tween decks or between decks,-upper 'tween decks, lower 'tween decks, etc. being their designations. Large vessels, in recent years, have more than two decks below the main, and different means of identifying them have been adopted; sometimes numbers are used, and sometimes letters of the alphabet, but there is no need of going into those matters at this time. Too much detail here will only lead to a confusion in the reader's mind.

With a few simple designs we will try to explain some of the terms used in hull design, beginning with the "flush deck", where there are no "castles"; "one castle", where there is only one, which can be forward, aft, or amidships. Usually, in this type, the single castle is amidships, with passenger accommodations and officers quarters rising above.

The famous "whaleback" steamers and barges, designed and built by Alexander McDougal, at Superior, Wisconsin in the 19th Century, were a thing apart and are dealt with in a later chapter. Basically, they were flush-deck vessels. All but one of the whalebackers were built at Superior, but a number of them were taken to salt water. One, the EVERETT,was built on the West Coast.

Turret steamers also appeared upon the Lakes, but they never became numerous.

Many sidewheel steamers had very narrow hulls, with wide overhanging decks. After the advent of steel hulls some of these overhanging decks were plated on the underside, creating sponsons,and perhaps adding a little to the seaworthiness to the vessels so equipped.

Scow hulls,for two-mast schooners, were perfectly flat-bottomed. Both bow and stern were square, but little narrower than the rest of the hull. A modification of the scow was the "flatiron" or "V"-bow, on what was otherwise a scow.

The "straightback"was a hull without any shear. They were unattractive in appearance, and never very numerous. The only advantage to the type was some small reduction in building cost. The real reason for shear is added bouyancy at the bow and stern, where it is needed in heavy seas to lift the vessel to meet a head sea or lift the stern above an overtaking comber from the rear.

It may be well to mention here the centerboard hulls. Outwardly they may not differ from hulls without centerboards, but usually a very shallow vessel, propelled by sail will have one. Centerboards are installed in the centerline or, in a few cases, close thereto. Usually there is a slot cut through the keel. Around this slot, and extending upward, above the level of the surface of the water, there is a water-tight box, called a "trunk". Sometimes, in very shallow hulls, like those of the scow schooners, the trunk extended above the deck, so as to accommodate the largest possible centerboard. The board was mounted on a pin, near its lower forward corner. To the upper corner, aft, a tackle was attached. The upper end of the tackle was attached to the main-mast at the crosstrees and used to raise the afterend of the board when not in use. Between the lower block of the tackle, and the board there was a steel rod which could go down into the trunk when the board was lowered for use. In effect the centerboard, when down, served as a keel to offer lateral resistance to sideways movement of the vessel when sailing on the wind. When running before the wind this is not needed and the centerboard then tends to cause the vessel to yaw, making for hard steering. Almost all Lakes schooners were fitted with centerboards.

To be continued.

PLEASE CORRECT--lines 16-17, page 10,January issue to read that the Walk-in-the Water dragged ashore Nov.1,1821 one mile south of the entrance to Buffalo harbor.
(Correction by Erik Heyl,Buffalo)

FURTHER INFORMATION

See page 12, December, Telescope.

Marine News, 1957. April 14.

Regarding cruise ships entering the port of Milwaukee, we have the following comments:

From Mr. Gordon M. Potter, of St. Joseph, Michigan.

"From 1923 to 1930 the Goodrich Line called regularly at Milwaukee with all their cruise ships. The Carolina ran from Chicago to Mackinac Island during all these years(as well as before 1923) and called at Milwaukee. In 1923 the Arizona ran from Chicago to Marinette, stopping at Milwaukee. In 1925 the Indiana ran from Chicago to Washington Island, calling at Milwaukee. In 1926-1927 the Indiana ran from Chicago to Mackinac Island,and stopped at Milwaukee. All these trips were operated as cruises, continuous round trip tickets, including staterooms and meals were sold on all these mentioned.

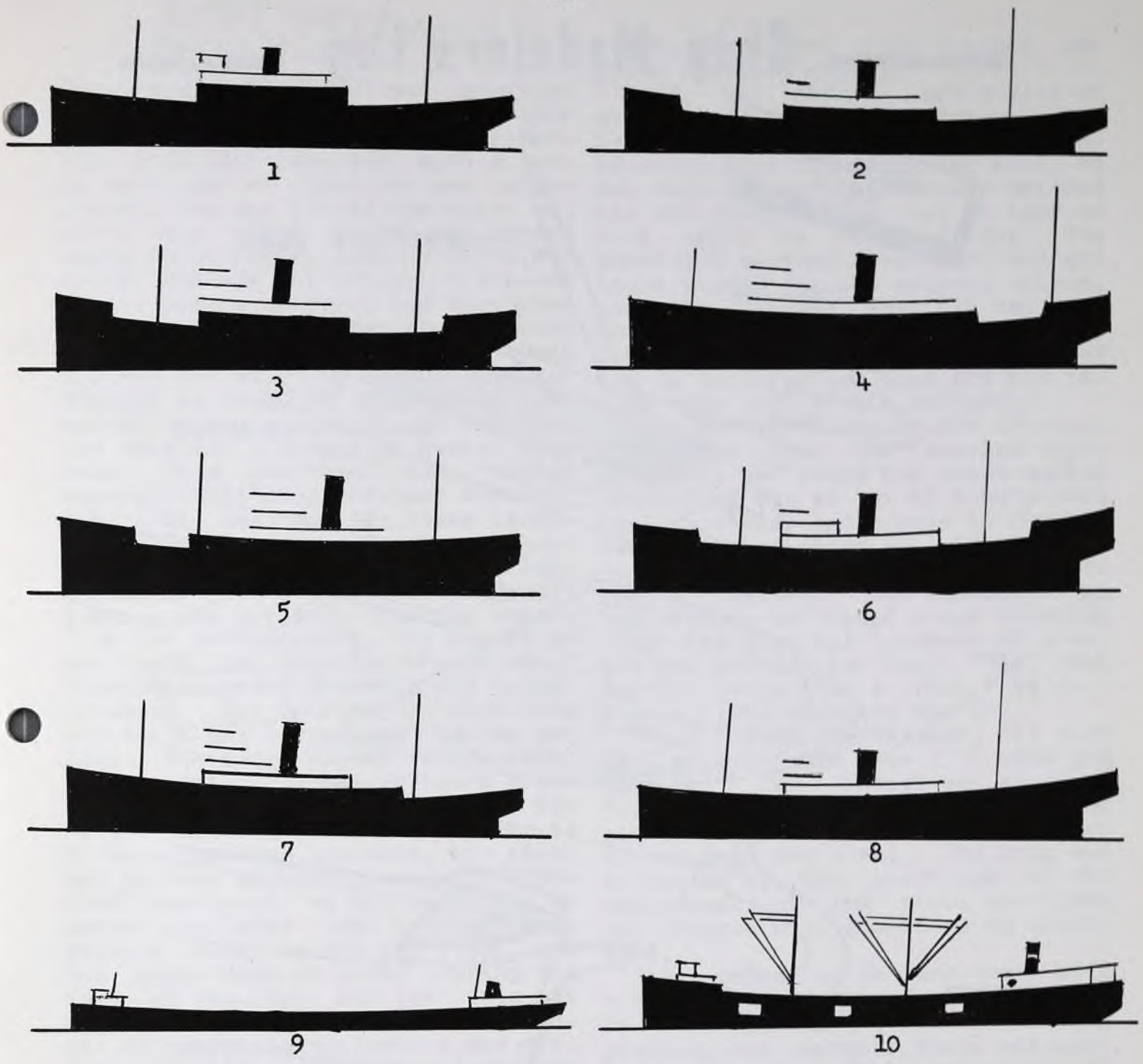
Then from 1931 to 1934, inclusive, the Great Lakes Transit Corp. made Milwaukee a port of call on their seven-day cruises from Buffalo to Chicago and return. In 1931 and 1932 the Tionesta and the Juniata both operated on this division, with Milwaukee as a port of call."

So I would say that the statement should have read, "for the first time in 23 years a Great Lakes cruise ship will make Milwaukee a regular port of call".....

From Mr. Rodgers Neely, of Bloomfield, N.J.....

"In the summer of 1933 I visited Milwaukee aboard the Tionesta, and I think she and Juniata called there all that summer, on their way home from the Fair, leaving only Octorara on the Duluth run. Maybe it was in 1934".....

EDITOR'S NOTE. Thanks for the correction. Mr. Leonetti has been supplying us with "Marine News" for two years and this is the first time an error has been noted. A good batting average.

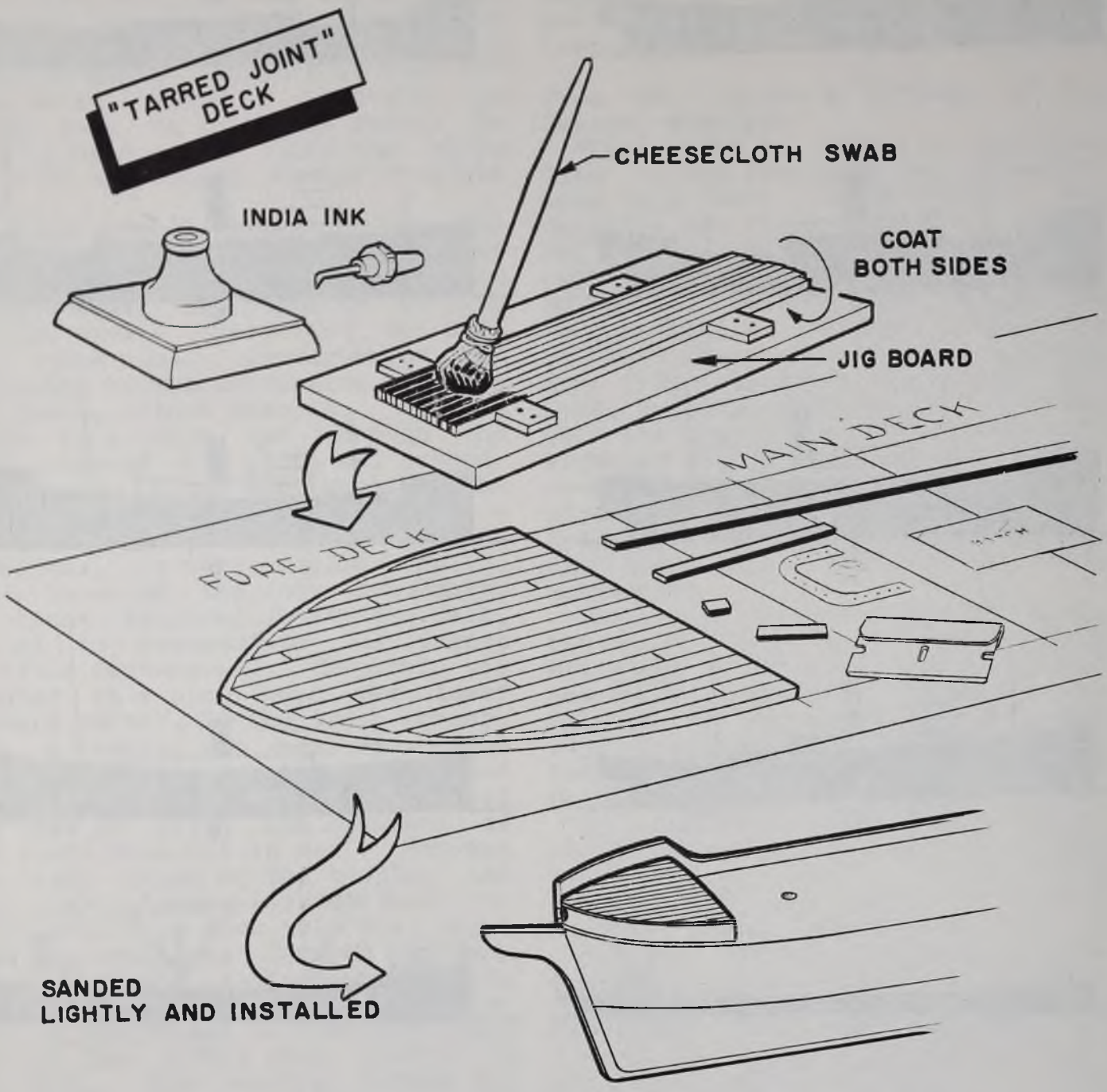


SOME STEAMER HULL TYPES

1. ONE CASTLE. Castle amidships
2. TWO CASTLE. Forecastle and bridge decks.
3. THREE CASTLE. Forecastle, bridge, and poop decks.
4. WELL DECK. With well deck aft.
5. WELL DECK. Well deck forward.
6. TWO CASTLE. Forecastle & poop.
7. SHELTER DECK. Skelter deck from bow to well aft.
8. FLUSH DECK. Only deck houses above hull.
9. Great Lakes flush deck bulk carrier.
10. Lakes package freighter. Cargo ports in sides. Cargo booms.

Ship Modelers Log

by John Leonetti



To obtain a "tarred deck" for your scale model, begin by cutting basswood or other close-grained wood to desired scale widths. Length of strips do not matter at this point for you will cut odd lengths for staggering planks at installation. Next stack a number of "planks" on end and secure together in the manner shown in sketch. Roll a piece of cheesecloth around dowel to use as an ink swab applicator. Do not soak cloth completely when applying ink or the results will require excessive sanding at assembly of the completed deck. When "planks" are coated on both edges, allow to dry. Using your favorite wood glue, assemble over plan view of deck outline, being careful all seams are glued tightly. After completely dry, use light grade of sand paper to remove excess "tar" and install in model. See the above sketches. If desired, you may apply a coat of clear laquer then sand lightly for a more permanent finish.

John Garboard

The schooner MOONLIGHT was ghosting along over the almost mirror - like surface of Lake Erie, bound for Buffalo from Lake Superior, with a cargo made up of iron ore and copper ingots. She was low in the water but there was still a lot of unused space below decks. John Garboard, off watch, and not liking the closeness of the crew's quarters had stretched out, for a few winks, on the broad top of the rail, with his back against the main shrouds. This was alright so long as the vessel remained on an even keel, as had been the case for a couple of hours. However Erie sometimes has sudden squalls that come without warning, and this was one of those times. Struck on the port side the schooner suddenly heeled to starboard. John folded up like a jack knife and went between the shrouds, into the water.

In the confusion of the moment no one could do anything except shout "Man overboard." The ship had lurched ahead, but spilled the wind from her sails and everything was as before. The mate dashed to the after rail, expecting to see Garboard somewhere astern, but he was not vis ble on the surface. There was nothing to be done but scan the wake, but there was no John anywhere, and the MOONLIGHT continued on her way. All on board concluded that he had been stunned when he hit the water, and had gone down at once. During the rest of the day, and far into the night the incident was the chief topic of conversation, forward and aft. Late in the afternoon of the day following, with the schooner, nearing Buffalo at the same leisurely pace, there came a hail from close alongside, "Hey, you guys. Pass me a line. What you want me to do, swim all the way in?" All hands rushed to the starboard rail, and there was Garboard, swimming along, about twelve feet from the side. He was tossed the end of a hailliard, and hauled aboard, gasping for breath.

"Where in H--l you been all this time?" bawled the Mate.

"Back there, trying to catch up with the ship. You got ahead of me at the start, but after I really got going I gained steady."

Food, hot coffee, and a jolt of whiskey, were offered, but only the last was accepted. John said he needed sleep more than anything else, so was told to go below, and get off his wet clothes, and not to come on deck until he felt like it. The MOONLIGHT berthed about dark and all hands headed for the nearest saloon, even the Skipper, who was not much for mixing with the crew. That night John Garboard was the most talked-of man in Buffalo, and next day the papers were full of his exploit.

The MOONLIGHT sailed for Chicago, and by the time she reached there everybody on board had about talked themselves out as far as John's swim was concerned, and people in Chicago had not heard about it. The Skipper went ashore as usual, attending to ship's business, and somewhere on his rounds he heard a man boasting about the physical prowess of a negro who worked for him. "Why, that man can swim like a fish," he de - clared. The argument was on.

"Well," said the Skipper, "If your man will outswim mine I'll give you $200.00." The contest was arranged for the next day, and hundreds of people came down to the lake shore to witness the event. The race was to begin at the north end of the waterfront and end where the first man dropped out, somewhere to northward.

John showed up in good time, with a black chest, about four feet long. He casually opened it and began checking the contents. There was nothing in it except food, but plenty of that. His oponent stared in amazement.

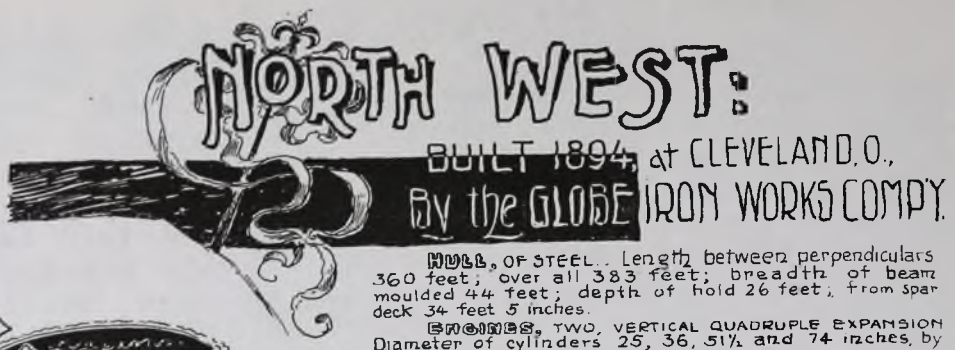
"Look here sailorman, what you goin' to do with that?"

"Oh, I will need it before I come ashore again."

"How far you expectin' to swim?"

"I don't rightly know. I never have found out just how far I can swim. About what is the longest distance you ever swam?"

His oponent hesitated a moment then stated that he hadn't figured swimming more than about ten miles.



HULL, OF STEEL.. Length between perpendiculars 360 feet; over all 383 feet; breadth of beam moulded 44 feet; depth of hold 26 feet; from spar deck 34 feet 5 inches.

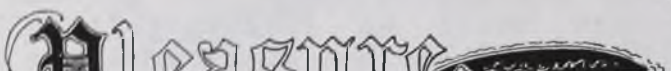
ENGINES, TWO, VERTICAL QUADRUPLE EXPANSION Diameter of cylinders 25, 36, 51½ and 74 inches, by 42 inches stroke.

BOILERS, 28, OF IRON AND STEEL, "BELLEVILLE" TYPE

WHEELS, TWO, FOUR BLADED, SECTIONAL, EACH 13 feet in diameter; 18½ feet pitch.

TONNAGE: 4244" GROSS
2339" NET

WHEN THE NORTH WEST appeared, in 1894, she was, without doubt the finest steam vessel ever turned out for service on the Great Lakes, and was one of the finest ever constructed in America. Built for the "Northern Steamship Company," for the route between Buffalo and Duluth, and cost $650,000. Completely and sumptuously furnished. Being designed for carrying passengers only; accommodations on board for 350 first class and 300 second class passengers



HULL, OF WOOD Length 140 feet; breadth of beam, on water line, 35 feet, top sides 40 feet, on deck 52 feet; depth of hold 15 feet, average draft of water 12 feet.

ENGINE, THREE CYLINDER COMPOUND. Diameter 34, 24 and 34 inches, by stroke of 24 inches

BOILERS, SCOTCH each 10 foot shell and 12½ feet long.

WHEEL, 4 BLADES. Diameter 10 feet, pitch 13 feet

The PLEASURE was built for the Detroit, Belle Isle & Windsor Ferry Company, and is a typical Detroit River ferry, the finest ever turned out up to 1894. Speed 16 miles an hour; capacity for a large number of passengers.

JOHN GARBOARD (Continued.)

"Ten miles! Why I am taking along stores to last me to Milwaukee."

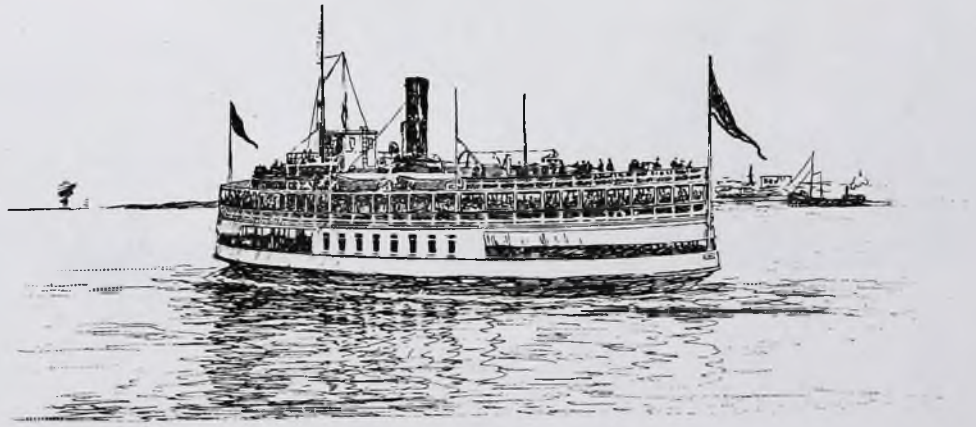
The race was called off on the spot, and the Skipper of the MOONLIGHT collected his $200.00. John passed out food to all who would accept, then gave away the chest to a couple of youngsters.

It wasn't like John to keep a secret too long, and while we were loading lumber, a little while later, at Peshtige, it all came out. When he fell overboard in Lake Erie, and the schooner lurched ahead, he managed to grab the rudder and get on top of it. It was just under the surface of the water, but sitting on it he was able to keep most of his body out. Now the MOONLIGHT had a couple of timber ports aft, for loading lumber into the space around the cabin and under the poop deck. With iron ore and copper for cargo that space had nothing in it, and for some reason, probably for ventilation, one of those ports had been left open, and being back under the overhang of the transom it had been forgotten. The heavy chain, used for pulling the port shut from the inside, was hanging down. John never missed a chance for a joke, and here was a good one. He would let them worry about him for a while.

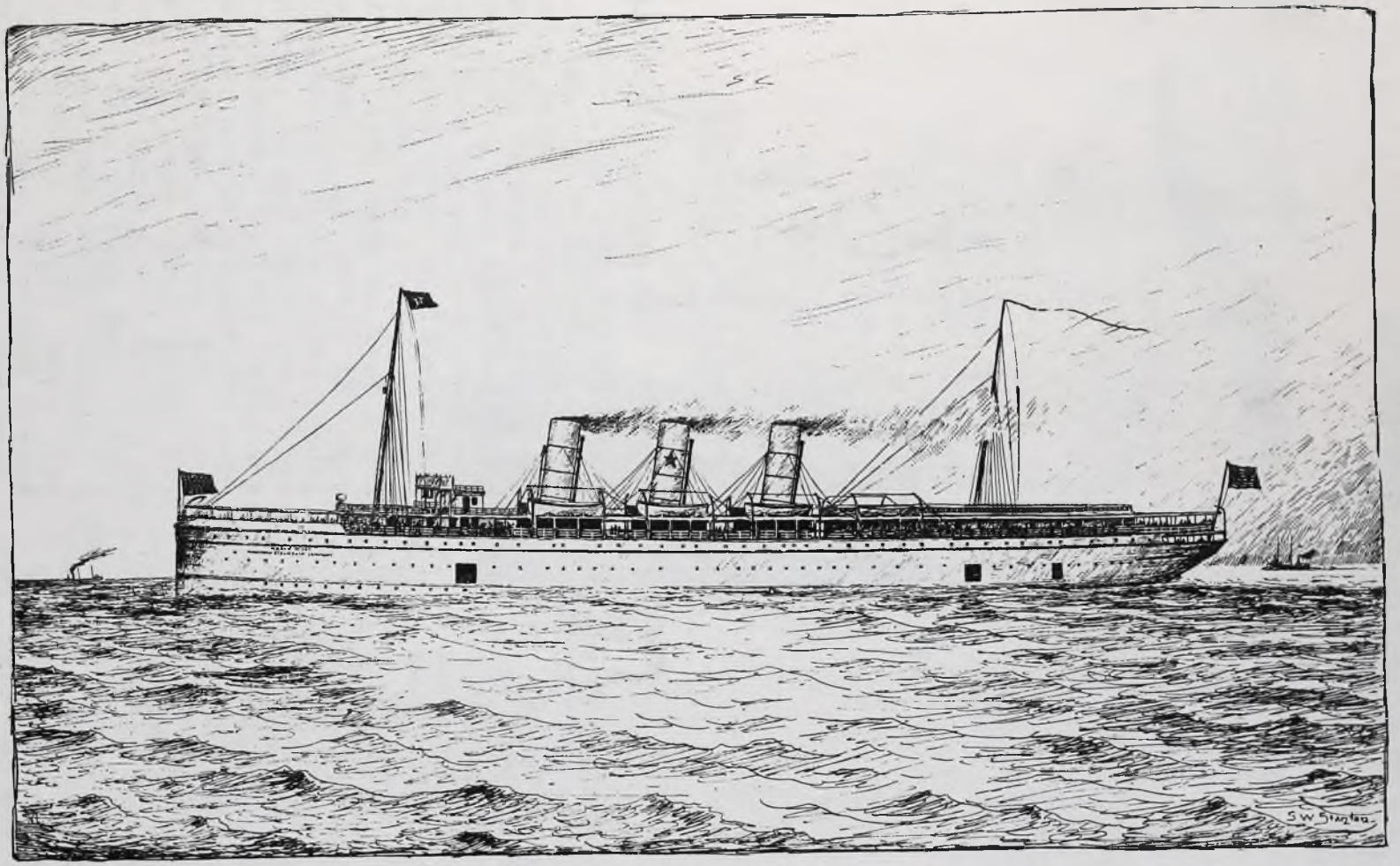
It was not hard to grasp the chain and swing up into the open port. Once inside he took stock of his surroundings. Part of the space was used for the steward's stores, and some of these stores didn't need cooking. He helped himself, then crawled down alongside the cabin and went to sleep. By listening to the voices which he could hear in the cabin he was able to tell just about where the schooner was.

Choosing the right time he swung down into the water, and since the vessel barely had steerage way, had no difficulty in swimming up abreast of the main rigging, and from that point began hailing the ship.

We left John at Peshtige.



DETROIT RIVER FERRYBOAT PLEASURE, 1893.



GREAT LAKES PASSENGER STEAMSHIP NORTH WEST, 1894.