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TELESCOPE

VOL. 8 - APRIL 1959 NO. 4

EARLY MAPS OF THE GREAT LAKES REGION



Five Great Lakes by N. Sanson, 1657

Editorial

A SOLDIER'S FAREWELL TO GEORGE WASHINGTON STARK

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.

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THE
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MEETINGS

Friday April 24
Friday May 29

7-30 PM.

Detroit

Historical Museum
5401 Woodward Ave.

The month of April, 1959, will be my last in the service of the Detroit Historical Commission, of which you have been President since it was appointed. I wish to express my deep appreciation of the opportunity which came to me through my association with you and my service under you in the field of things cultural.

For fourteen years prior to the beginning of this service I had been trying to find ways and means of establishing, somewhere in the Great Lakes region, a maritime museum which would be devoted entirely to the commercial water transportation within the area and in this area only. My great chance came in 1948 when the Commission accepted the responsibility for the schooner "J. T. Wing" and the museum which was to be.

I had no idea what my superiors would turn out to be. Would they dominate the scene? Would they hamper me in developing the ideas I had been nurturing during the waiting years? Would those ideas be warped and twisted beyond recognition by their father? They were not.

I doubt if there ever was a person in a position similar to mine who has enjoyed so great a degree of freedom as I in the past eleven years, under your leadership and that of Mr. Henry D. Brown--who has demonstrated that the success of a general may largely depend upon his officers in the field.

Under the two of you I have tried to be a good soldier and as I now relinquish the very minor command I have held in this organization I can say that it is a very fine thing to be able to feel that those who have been my bosses have also been my best friends.

I have learned much from each of you.

T H I S

M O N T H S

C O V E R

GUILD MEMBERSHIP
runs by calendar
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THE FIVE GREAT LAKES, 1657

Although this map is attributed to the same N. Sanson who did the one shown on our March issue, front cover, Lake Ontario is shown in great detail, but much larger than Erie. No additional information on Huron, Michigan, and Superior appears.

GREAT LAKES "SHIPWRECK" RESEARCH SPECIALIST
by Teddy Remick

There are many different fields of research, but the most fascinating one I know of is without a doubt, the field of Great Lakes Shipwrecks. And it is not a field that is crowded either. Granted, there are many people throughout the Great Lakes region who have compiled an amazing amount of data regarding the overall marine picture involving the Lakes. Their collections cover shipbuilding, shipwrecks, various types of Great Lakes "firsts," Lake vessel loading records, races, etc. As to the number of people who stick only to shipwrecks, they can be counted on one hand and, if mail in volume means anything, they can perhaps be counted on one finger. I know whereof I speak, for I have been helping my husband, Walter, for many years with his tracking down of ships that have gone to the bottom of the various Lakes. To date we have not encountered one other person who specializes in just shipwrecks. If there are others, we would like very much to hear from them.

Few people realize, when they read an article concerning some particular shipwreck, just how much work and time in gathering the information, goes into the story or article so interesting to the reader. Then there is the cost involved. It is hard to believe, until you sit down and figure it out, just how much money can be spent on stamps, envelopes, and writing paper alone, in one year, in an effort to run down vital facts on just one shipwreck. Even then sometimes you don't come up with the answer you're seeking.

On one particular shipwreck, we have spent over \$500 on postage and stationery alone. The wreck we invested this money in is the long hunted Dean Richmond sunk October 14, 1893, near Dunkirk, New York. I am on safe ground when I state that we have the most complete file on the Dean Richmond of anyone. We even have the BEARINGS of where this wreck with her valuable cargo lies, and we have the proof that it IS the Dean Richmond. (We have stopped imparting vital information on this wreck).

Many writers, without checking facts, put out some weird and fantastic yarns, concerning some of these wrecks laying at

the bottom of the lakes. There is one ship in particular, that the writers with the lurid pens, go into great detail to describe as one of the "real treasure ships" at the bottom of Lake Erie. The ship in question, is the old sidewheeler Atlantic sunk by collision off of Long Point, Ontario, August 20, 1852, with a huge loss of life. (Norwegian immigrants). Any diver that reads a story of that one, and the \$60,000 in gold aboard her, has every right in the world to yell "tilt" when he gets down to her, for she was looted over 100 years ago! The same applies to many of these treasure ships, that exist only in the agile mind of writers who lean heavily on heresay instead of facts.

Don't get me wrong, there is treasure in various forms in the holds and safes of hundreds of rotting hulks that dot the bottom of all of the five Great Lakes. Treasure and plenty of it, as letters and records in our files will attest to, with Lake Erie being the Fort Knox of them all!

Anyone delving into shipwreck research, may be laboring under the false impression that they have to be connected with the marine field in some way, to get a start. This is not so, though it does help in some ways. My husband sailed salt water, the Lakes, and two years on Mississippi River towboats. When he quit sailing he took up research on Great Lakes' shipwrecks, as a combination hobby and subject to write of in his stories and articles, that he was free lancing to various newspapers and magazines. In a short while, the hobby seemed to have devoured him. Then people began writing to him, asking all sorts of questions about some shipwreck that he had of which he had written. The outcome of it was that I ended up as deep in the shipwreck research field as he, and I'm glad I did, for I enjoy it very much, and find it exceedingly fascinating.

I am going to list a few of the sources from which facts on shipwrecks can be obtained. I sincerely hope that the listings will be of great help to the people interested. One pertinent fact which you should keep in mind, when writing for information on a wreck, is that whenever possible, include the date of the ship's sinking, as

GUILD PUBLICATIONS

well as the name. You'd be surprised how important dates are in shortening the time length of a search on some particular wreck. I can vouch for the fine service that you will receive from the staffs at the following addresses: National Archives, Industrial Records Branch, Washington 25, D. C.; U. S. Navy Headquarters, Public Relations Dept. Washington 25, D. C.; U. S. Hydrographic Office Navy Dept. Washington 25, D. C.; Minister of Transportation, Marine Dept., Ottawa, Ontario, Canada; Treasury Dept., Customs Bureau, Washington 25, D. C.; U. S. Corps of Engineers, Lakes Survey Dept. Federal Building, Detroit, Michigan; Records Branch, Smithsonian Institution, Washington 25, D. C. There is also the reference room of your local public library, which often reveals a bonanza of shipwreck information, if you will but dig for it. However, the above listings will put you on the right track and through contacting these various departments you will also obtain other addresses that will be of help to you in your research.

Tracking some particular shipwreck through the musty corridors of time is not a chore for a person that does not have patience, I can assure you of that!

The motivations of people for information on shipwrecks is varied. Some want the information to add to their historical files, others are on the trail of some sunken treasure ship, and still others want the information for use in a story or an article, they are going to write. The latter two reasons, are our motives for going into this research field. But whatever your own personal motives are, you will find it a very interesting endeavor, and a worthwhile one.

I trust that the information contained in this article should be of use to its readers, in helping them to get started on any wreck research ideas with which they may have been toying. The information is there, if you care to dig and find it!

Anyone desiring to contact us in regard to research, or information on shipwrecks, may do so, by writing Walter & Teddy Remick 1513 E. 70th Street, Cleveland 3, Ohio.

It has been some time since we mentioned our list of publications for sale. Our stock is greatly depleted, so if you wish to obtain any of the following it is important that you place your order at once. Here are some of the titles.

Sidewheel Steamers of Lake Erie by Frank E. Kirby. Author, Gordon P. Bugbee. 32 pages. Illustrated by the author.

Mr. Bugbee has arranged his work under four headings: The Influence of History Upon Design; The Influence of Space Upon Design; The Influence of Engineering Upon Design; and the Influence of Aesthetics Upon Design. Under these headings he has briefly treated the factors which entered into creation of the great sidewheel passenger boats of the Detroit and Cleveland, and Cleveland and Buffalo lines, the last of which is being scrapped at East Tawas, Michigan as these lines are being written.

We believe this book to be the only one in which a similar treatment of the subject is available. Included is a complete list of the boats owned or operated by the D & C Navigation Company; the Cleveland and Buffalo Transit Company, and the Detroit and Buffalo Steamboat Company, with date of build, years in fleet, gross tons, keel length, type of engine, and final disposition or loss.

There are twenty-one sketches and six half-tones. A Guild Publication. Price \$1.50. Postage 10¢.

Log Marks of Muskegon County. By Louis Torrent. This is a limited edition, only 275 being printed. Each bears a serial number. Strictly a collectors item. The text is a concise account of how log marks were used in the boom days of logging along the rivers of the Great Lakes basin; much the same as were cattle brands in the West. There are nearly 200 reproductions of the marks, or bands, nearly all of which were used in other localities in Michigan, and other states. Price 65¢. Postage etc. 20¢.

MARINE NEWS 1958
By Robert Randunz

JUNE 4

Iron Ore shipments are reported to be moving at the slowest pace in 20 years--according to Iron Ore Association. Only about half of the American ore fleet is in service.

JUNE 5

The Great Lakes Commission will ask the Federal Government to negotiate a treaty with Canada to regulate pilotage on the Great Lakes.

JUNE 6

John T. Hutchinson, past president of Lake Carriers Association dies in Cleveland at age 68.

JUNE 7

729 foot ore carrier EDMUND FITZGERALD built for Northwestern Mutual Life Insurance Co. and to be operated by the Columbia Transportation Division is launched at the Great Lakes Engineering works, River Rouge.

JUNE 8

SS AQUARAMA to start season on June 19.

JUNE 10

SS JOSEPH S. YOUNG goes aground in Amherstburg Channel. Finally freed itself undamaged.

JUNE 18

Proposed tolls for St. Lawrence Seaway announced at 42¢ a ton on bulk cargo, 95¢ on general cargo and 6¢ a ton on gross registered tonnage. 154 of 250 American bulk carriers now in Commission. Gene C. Hutchinson is elected President of the Pioneer Steamship Co. to succeed his brother the late John T. Hutchinson.

JUNE 20

Creation of a Mackinac Straits port authority has been suggested by the chairman of a legislative committee studying means of disposing of the Michigan state owned straits ferry dock facilities. SS AQUARAMA hit by labor dispute in Cleveland. 14 Detroit residents who made trip are sent back to Detroit by bus and airplane.

JUNE 21

SS AQUARAMA sails for Detroit after settlement of what was termed a "misunderstanding" between company and the Seafarers' International Union.

JUNE 25

Keel plates for 690 foot addition to Interlake Steamship Co. fleet are laid at Great Lakes Engineering works in River Rouge. SS NEW YORK NEWS and German motor ship KORBACK suffer minor damage after collision in thick fog near Mackinac Bridge.

JULY

JULY 4

The HUMBERDOC of Fort William is first commercial ship to enter the American section of the St. Lawrence Seaway.

JULY 5

White House announces President will not rescind his order to transfer control of St. Lawrence Seaway from the Defence to the Commerce Department.

JULY 9

Senator Potter (R-Mich.) fights proposed diversion of Lake Michigan water into the Illinois Waterway.

JULY 10

State of Michigan may wait one year before selling old ferry fleet. Deputy Highway Commissioner Sidney H. Woolner states it might be better to wait for a year rather than sell at the ridiculous offers so far.

JULY 14

AQUARAMA has a new "Super-Tyfon" air horn imported from Sweden. Horn is chosen for its carrying power and pleasant tone. Capt. Arnold O. Anderson named shore captain for Wilson Marine Transit.

JULY 15

Canada Steamship COLLINGWOOD smashes boathouse and newly built boat of J.W. Westcott Marine Reporting Service at Port Huron.

JULY 23

In first week following completion of the St. Lawrence Seaway 263 ships from 10 nations passed through the Wiley-Dondero Ship Channel and the Eisenhower and Snell locks.

Capt. Don Manuel, master of Cason J. Callaway is named the first American Commodore in the history of the Great Lakes commercial shipping.

JULY 30

Fisherman clogging freighter channels in the lower Detroit River have caused several complaints to the Coast Guard by Lakes skippers. Conversion of the Charles W. Galloway from a bulk freighter to a self-unloader has begun in Sturgeon Bay, Wis. Is to be completed by Nov. 1.

Clare J. Snider is named manager of marine services for Ford Motor Co. Canada Steamship Lines freighter THUNDER BAY is refloated after having been stuck off Washburn, Wis. for 3 days.

SS CANADIANA crashed into a railroad bridge in the Maumee River at Toledo. Bridge girders cut in above the main deck and second and third decks were smashed to rubble from the prow back to the bulkheads which enclosed the dance floor.

AUGUST

AUGUST 5

The Great Lakes-St. Lawrence Association protests Canada's proposal for tolls on the Welland Canal.

AUGUST 6

CANADIANA enters shipyard at Toledo for repairs. Yard workers go on strike so work is held up. Ship owners cancel rest of 1958 sailings.

Freighter STARBUCK towed to Superior, Wis. for scrapping.

AUGUST 7

Port of New York officials says proposed St. Lawrence tolls too low and must be realistically assessed to make project self-sustaining.

AUGUST 11

Coast Guard to intensify patrol of lower Detroit River to guard against carelessness by commercial or pleasure craft in those restricted waters.

AUGUST 14

Shipments on the Great Lakes of iron ore, coal and grain to August 1st are down 34 million tons from 1957.

The Oranje Line, A Dutch Shipping Line to the Great Lakes has been taken over by the Royal Packet Navigation Co., Ltd. of Amsterdam.

AUGUST 20

SHIRLEY G. TAYLOR enters Monroe Harbor. Reported to be first large Great Lakes vessel to enter Monroe in over 10 years. Passage is made possible by 30 days of dredging by U. S. Army Engineers. Channel is deepened to 16½ feet. The TAYLOR drew 14 feet.

Dr. J. R. Hartley of Indiana University states the soybean belt may be in for a major economic boom when the St. Lawrence Seaway opens.

AUGUST 21

Ore boat HENRY FORD II is rammed near Port Huron by the PCC FARM-INTON navy training vessel. The rear starboard quarter of the FORD is gashed. She is able to reach Detroit under her own power.

Great Lakes Commission reports the number of foreign ships visiting Great Lakes ports so far this year indicates a sharp increase over last year.

AUGUST 25.

T. J. McCarthy Steamship Line buys the SMITH THOMPSON from Wilson Marine Transit.

Chicago Water Diversion Bill dies with the adjournment of Congress.

SEPTEMBER

SEPT. 1

Predication is made by Milwaukee port director that by 1965 about 40 ocean lines will link Milwaukee with overseas ports.

SEPT. 3

Deepening Presque Isle Harbor at Marquette to 28 foot depth in the inner harbor and 30 feet in the outer portion is recommended by Army Engineers.

HURLBUT W. SMITH is sold by the T. M. McCarthy Co. to the Knudsen Shipbuilding & Drydock Co. of Superior, Wis. for scrap. The Smith was damaged in August by grounding on a shoal at Little Current, Ont.

SEPT. 10

Total of 1,090 vessels transited the U. S. section of the St. Lawrence Seaway during August. Of these 902 were large vessels.

SEPT. 17

Negotiators representing the Seafarer's International Union and the Upper Lakes and St. Lawrence Transportation Co. and N. M. Patterson & Sons Lts. reach agreement ending threats of a strike. Lock at the mouth of the Chicago River to be closed for repairs from Dec. 15 to about April 1.

SEPT. 19

City of Milwaukee loses a \$43,039.88 suit for damages arising out of the Kohler Clay ship dispute in the summer of 1955.

SEPT. 22

The EDMUND FITZGERALD leaves River Rouge on maiden voyage for Silver Bay, Minn. to pick up cargo to Toconite pellets.

SEPT. 24

EDMUND FITZGERALD leaves Silver Bay for Toledo with load of 20,000 tons of taconite.

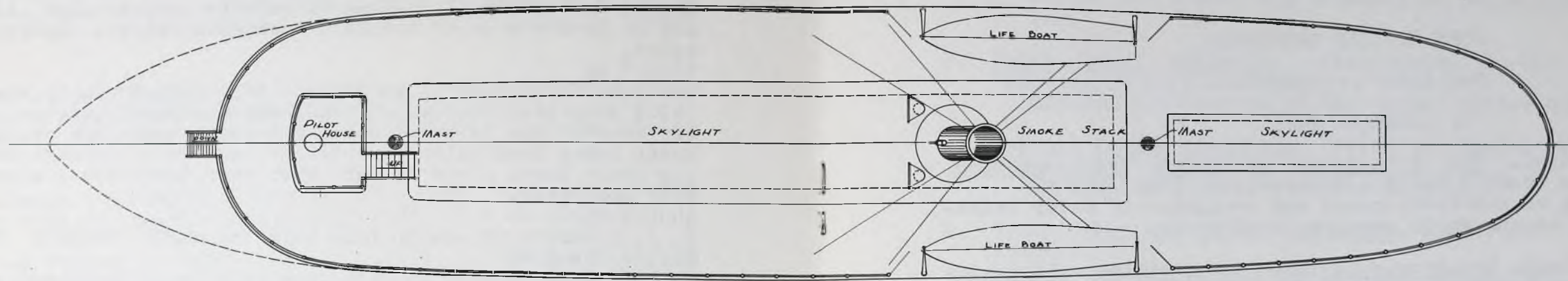
SEPT. 25

Interstate Commerce Commission disapproves a 10 million dollar plan for construction of an iron ore dock at Little Bay deNoc on upper Lake Michigan.

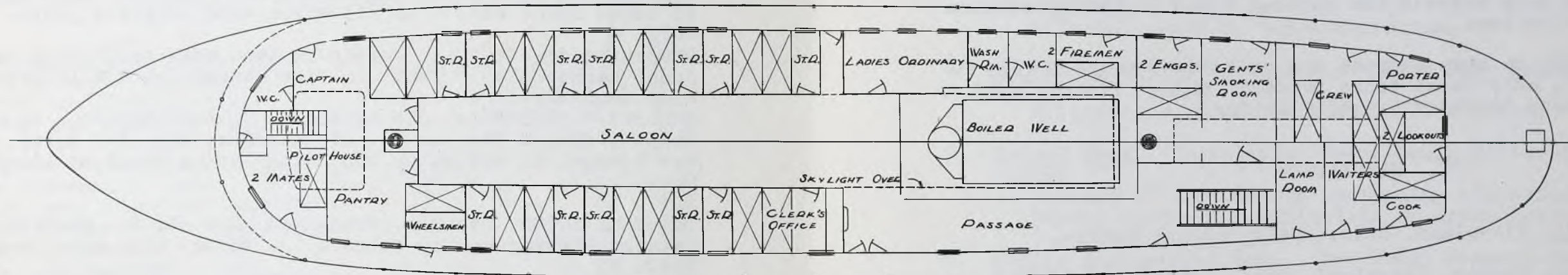
SEPT. 30

C & O Railway starts operation of a new 7 million dollar coal loader at Toledo. It can move 6,000 tons of coal an hour into vessels.

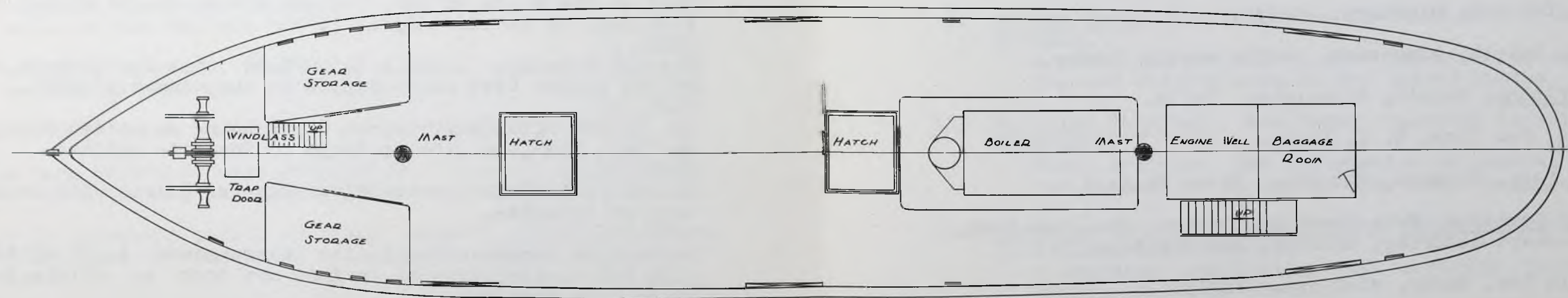
To be continued



BOAT DECK

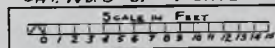


CABIN DECK



MAIN DECK

SHT. NO. 3 OF 4 SHTS.



FLINT & PERE MARQUETTE R.R. STEAMERS No. 1 & 2	
BUILT 1882 BY DETROIT DRY DOCK CO.	
GREAT LAKES MODEL SHIPBUILDERS GUILD	
5401 WOODWARD AVENUE	
DETROIT 2, MICHIGAN	
DOWN BY James B. Jones	CHK'D BY J.E. Johnston
TRC'D BY James B. Jones	DATE 3-10-59

GREAT LAKES SHIPS AND SHIPPING - CURRENT SOURCES OF INFORMATION

A BIBLIOGRAPHY OF SOURCE MATERIALS

by

JOHN ORVILLE GREENWOOD

Continued from March..

V. GENERAL TEXTS.

11. Wilson, G. Lloyd. The Principles of Water Transportation. Chicago: The Traffic Service Corporation, 1941. 107 p.
Discussion of the development and economics of water Transportation on the North American continent.
12. Wilson, G. Lloyd. Transportation and Communications: Economics Management and Regulation. New York: Appleton-Century-Crofts, Inc., 1954. 786 p.
Chief forms of inland transportation are studied and comparison is made between the various types of transportation and communication.

Note: In order to keep current and up-to-date texts before the reader, only those books printed since January 1, 1940 have been included in this listing.

VI. NEWSPAPERS

1. Cleveland News, Cleveland, Ohio. Daily except Sunday.
2. Cleveland Plain Dealer, Cleveland, Ohio. Daily.
3. Detroit Free Press, Detroit, Michigan. Daily.
4. Detroit News, Detroit, Michigan. Daily.
5. Duluth Herald, Duluth, Minnesota. Daily except Sunday.
6. Duluth News-Tribune, Duluth, Minnesota. Daily.
7. New York Times, New York, N. Y. Daily.
8. The Financial Post, Toronto, Ontario. Every Friday.
9. The Journal of Commerce, Twin Coast Newspapers, Inc., New York, N. Y. Daily except Saturday, Sundays, and Holidays.
10. The News, Sault Ste. Marie, Michigan. Daily.
11. Toronto Globe and Mail, Toronto, Ontario. Daily except Sunday.
12. Toronto Star, Toronto, Ontario. Daily except Sunday.

VII. PERIODICALS

1. Canadian Shipping & Marine Engineering News. Toronto; Maclean-Hunter Publishing Co. Monthly.
Review and commentary of Canadian shipbuilding and engineering.
2. Coast Guard Bulletin. Washington, D. C.: U. S. Government Printing Office. Monthly.
Official publication of the United States Coast Guard.
3. Detroit Marine Historian. Detroit: Marine Historical Society of Detroit. Monthly.
Official publication of the Society.
4. Great Lakes and Inland Waterways. Cleveland: Anthony J. Shyle. Monthly.
A review of Great Lakes events and occurrences for the past month.
5. Great Lakes Engineer. Cleveland: Marine Engineers' Beneficial Association. Monthly.
Official organ of the Association.
6. Independent Lake Sailor. Cleveland: Lake Sailors Union. Monthly.
Official organ of the Lake Sailors Union.
7. Inland Seas. Cleveland: Great Lakes Historical Society. Quarterly.
Journal of the Society containing historical essays and pertinent up-to-date editorials on Great Lakes events.
8. Marine Engineering Log. New York; Simmons-Boardman Publishing Corp. Monthly.
News, articles, and information on marine engineering and naval architecture.
9. Marine News. New York: The New York Marine News Company, Inc. Monthly.
A trade publication of news and articles on marine engineering and shipbuilding in the United States.
10. Maritime Reporter. New York: Maritime Activity Reports, Inc. Bi-monthly.
News, articles, and information on general shipping interest for inland, Great Lakes, and ocean operators.
11. Seaports and the Transportation World. Montreal: Gallery Publications, Ltd. Monthly.
A Canadian publication of activity in the Canadian and British maritime trades.
12. Shipping Digest. New York: Shipping Digest, Inc. Monthly.
Covers trends, developments, and shipbuilding activity in the industry.

13. Shipping Register & Shipbuilder. Montreal: Shipping Register & Shipbuilder, Ltd. Monthly.
Report of shipbuilding activity and marine developments in the Canadian Great Lakes and ocean shipping industries.
14. Skillings' Mining Review. Duluth: David N. Skillings. Weekly.
A mining journal dealing with the activity of mining firms and the marine activity on the Great Lakes.
15. The Bulletin. Cleveland: Lake Carriers' Association. Monthly during the Great Lakes shipping season.
Primarily a trade publication of general interest to seamen and others connected with the industry.
16. The Clevelander. Cleveland: Cleveland Chamber of Commerce. Monthly.
Discussion of port activity in Cleveland Harbor.
17. The Great Lakes Seafarer. Detroit: Seafarers' International Union of America. Monthly.
Official organ of the Seafarers' International Union of America.
18. The Mariner. Washington, D.C.: American Publishing Co., Inc. Monthly.
Journal of the American merchant marine industry.
19. The NMU Pilot: New York: National Maritime Union of America. Monthly.
Official organ of the National Maritime Union of America.
20. The Waterways Journal. St. Louis: Capt. Donald T. Wright. Weekly.
A coverage of the inland waterway transportation industry.
21. Traffic World. Washington, D. C.: Traffic Service Corp. Weekly.
An independent national weekly traffic and transportation news-magazine, covering general news and devoting special attention to the general regulations affecting carriers.
22. Waterways. Pittsburgh: John W. Black. Monthly.
Principal trade publication of inland waterway transportation industries.
23. World Ports. Washington, D. C.: American Association of Port Authorities. Monthly.
Official organ of the American Association of Port Authorities, containing general news items about shipping and foreign trade.
24. Telescope. Detroit, Michigan (5401 Woodward Ave.) Great Lakes Model Shipbuilders' Guild. Monthly. Sixteen pages.
Official organ of the society. History of commercial shipping on the Great Lakes; Biography; model shipbuilding. Plans of Great Lakes vessels of all periods.

BIBLIOGRAPHICAL SOURCES CONSULTED

- Anstaett, Herbert B. Books in Print. R. R. Bowker Company, New York, N. Y., 1956.
- Chicago Association of Commerce and Industry. 1 No. La Salle Street, Chicago, Illinois.
- Chicago Public Library, Main Reference Division, Chicago, Illinois.
- Cleveland Public Library, Business Information Service, Cleveland, Ohio.
- Coman, Edwin T. Sources of Business Information. Prentice-Hall, Inc., New York, N. Y., 1949.
- John Crerar Library, Chicago, Illinois.
- Manley, Marian C. Business Information. Harper & Brothers, New York, N. Y., 1955.
- The Transportation Center Library, Northwestern University, Evanston, Illinois.
- Ulrich's Periodicals Directory. A Classified Guide to a Selected List of Current Periodicals, Foreign and Domestic. 8th ed. R.R. Bowker Company, New York, N. Y., 1956.

OTHER ITEMS AVAILABLE

Sixty Years of Shipbuilding. Prepared by Dwight True, Senior Naval Architect, Great Lakes Engineering Corporation for half a century prior to his death about three years ago. Published by the Society of Naval Architects and Marine Engineers. The Guild helped underwrite the cost of publication and took 200 copies. Those remaining in our files are the only ones now available anywhere. About 75 left.

This work covers the designing of Great Lakes bulk carriers from the days of "Onoko" the first iron-hull vessel built for bulk cargo on these waters, to the latest types. Very well written and illustrated, making it one of the important books of its kind in the marine field. Mr. Harry Benford, University of Michigan, Department of Naval Architecture, collaborated with Mr. True in bringing out this work. Price \$1.00. Postage etc. 22¢.

Besides the above publications and the plans of Great Lakes vessels and boats of the smaller kinds which are found nowhere else, the Guild has reproduced all of Samuel Ward Stanton's line drawings of Lakes steamboats which plied these waters from 1818 to about 1890. These little gems when framed, make appropriate wall decorations where there is a nautical interest. 35¢, unframed. Framed, while they last, \$1.35, plus shipping costs.

The artist, John Leonetti, has supplied the Guild with a number of his black and white drawings which have been reproduced and may now be had at reasonable prices which will be supplied upon request. The work of other marine artists may be seen at Guild headquarters by those who are interested in purchasing.

SOME NAUTICAL DEFINITIONS

To many of our readers there is a need for some clarification in the matter of nautical terms.

The following definitions are presented here in the hope that they will broaden understanding when reading nautical books.

TONNAGE

BALE CUBIC: Space available for cargo measured in cubic feet to inside of cargo battens.

CARGO DEAD WEIGHT TONS: Number of tons remaining after deducting fuel, supplies, water, etc.

CARGO TONNAGE FACTOR: The bale cubic divided by the cargo dead weight equals the stowage factor.

DEADWEIGHT TONS: The cargo carrying capacity of the vessel in tons of 2240 lbs.

DISPLACEMENT, LIGHT: Weight of a ship excluding cargo, passengers, fuel, water, stores, etc.

DISPLACEMENT, LOADED: Weight of a ship including the above items.

GRAIN CUBIC: The maximum space available for cargo measured in cubic feet, taken to inside of shell plating of vessel.

GROSS TONS: Entire internal cubic capacity of ship expressed in tons of 100 cubic feet, except certain places which are exempted.

NET TONS: Tonnage remaining after certain deductions, such as crews quarters, navigation spaces, etc. have been made.

POWER TONS: Used to classify ship for the purpose of determining the rate of pay of the officers. It is obtained by adding the gross tons and the indicated H.P. of the ship.

REGISTER TONS: Generally used in reference to net tonnage.

OFFICIAL LOG BOOK

A book supplied to masters of ships by the U.S. Shipping Commissioners; in it must be recorded all events of importance; crew list, deaths, births, marriages, collisions, offenses, fines, punishments, etc. Not being confused with the Mates Log.

ARTICLES OF AGREEMENT

The agreement between the ship, represented by the master, and the mariners and other persons shipped on board for the voyage, or for a certain period of time. It recounts the limits of the voyage, names and rating of the crew, their compensation, and the time of commencement of their service.

SHIP'S PAPERS

THE REGISTER: Ship's evidence of nationality.

BILL OF HEALTH: Shows the conditions of the health of country and part whence ship sails.

CERTIFICATE OF CLASSIFICATION: Approval of ship's construction, etc. by a classifying society.

CHARTER PARTY: Contract between the owner of a vessel and charterers or shipper.

CLEARANCE PAPERS: Official permission to sail from port after dues and charges have been paid.

THE CREW LIST: A separate paper giving names and ratings of crew for purposes of health and customhouse examination.

MANIFEST: Detailed list of cargo.

PASSENGER LIST: Shows names and destinations of passengers. Part of manifest.

STORES LIST: Ships store, which are not subject to duty.

BALLAST MANIFEST: Shows nature and amount of ballast. Havana has fined a ship for not having it, though ship had no ballast. (But that is Havana.)

SUPPLEMENTARY CREW LIST: As name indicates. Shows additions to crew made after crew list has been stamped by authorities.

FREIGHT: The charges for transporting cargo.

CARGO. Any commodity carried in a vessel.

To be continued.



INDIANA:

BUILT 1890, at MANITOWOC, WIS.

MADE OF WOOD, constructed by BURGER AND BURGER. Length 201 feet; BEAM 35 feet (overguards 40 feet); DEPTH OF HOLD 14 feet, and to second deck 23 feet.

FRAME, one Fore and Aft Compound, 28 and 50 inches diameter of cylinders, by 36 inches stroke; built by Charles F. Elmes, Chicago.

Two steel Boilers, by John Mohr & Sons, Chicago; each 16 feet in length and 108 inches in diameter, allowed 125 pounds of steam.

GROSS TONNAGE 1,777.71 NET TONNAGE 961.96.

No stauncher or more elaborately furnished steamer was ever built in this country than the *INDIANA*. She was constructed for the Great Lakes Transportation Company, 300½ miles between Chicago and the port north of there, on the west shore of Lake Michigan, in conjunction with numerous other steamers of the line.

PLANS OF GREAT LAKES VESSELS NOW AVAILABLE

ALABAMA	Cruise ship. Four sheets.....	\$ 4.00
BUTCHER BOY	Huron boat (Henry N. Barkhausen's) Two sheets. Scale $\frac{1}{2}$ ".....	2.00
CITY OF CLEVELAND III	Sidewheel passenger steamer. Six sheets.....	5.00
A Modern Lakes Fishing Tug.	Diesel-powered. Two sheets.....	2.00
GRAMPION	Two barge, schooner-rigged. One sheet.....	1.50
HELEN MacLEOD II	Huron boat. Two masts. Two sheets. Scale $\frac{1}{2}$ ".....	2.00
JOHN ERICSSON	Whaleback cargo steamer. One Sheet Available in $\frac{1}{8}$ " and $\frac{1}{16}$ " scales.....	1.50
LIFE BOAT	U. S. Coast Guard surf boat. (Oars). Two sheets. Scale $\frac{1}{2}$ ".....	2.00
MASSACHUSETTS	Wooden bulk carrier. Two sheets.....	2.00
MICHIGAN (1833)	Sidewheel passenger steamboat. Two sheets.....	2.00
MINNESOTA	Passenger propeller. Three sheets	3.00
PUT-IN-BAY	Excursion boat. (Propeller). Three sheets.....	3.50
SOUTH AMERICAN	Cruise ship. Four sheets.....	4.00
STAKE BOAT	Used for driving piles for pound nets. One sheet. Scale $\frac{1}{2}$ ".....	1.00
WABESI	Mackinaw boat. Two sheets. Scale $\frac{1}{2}$ ".....	2.00
WALK-IN-THE-WATER	Sidewheel passenger steamboat, 1818. One sheet.....	1.00
WILFRED SYKES	Modern ore carrier. One sheet. Scale $\frac{1}{16}$ "....	1.00
J. T. WING	Three-mast schooner. Last to sale the Lakes. Two sheets.....	2.00
ECORSE	Great Lakes harbor tug. Two sheets. Scale $\frac{1}{2}$ ".....	2.00

Unless otherwise stated the scale is $\frac{1}{8}$ ". The schooner J.T.Wing may be had in reduced size but with universal scale included. Two sheets.....\$ 1.00
This and the plans of the John Ericsson are done by offset printing. All the others listed above are blue prints. Delivery within three days of receiving order. Address orders to the Secretary, Great Lakes Model Shipbuilders' Guild, 5401 Woodward Avenue, Detroit 2, Michigan

ADD 30¢ IF MAILED IN TUBE; 10¢ MAILED FLAT.