

TELESCOPE

ANNIVERSARY
EDITION

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TELESCOPE



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GREAT LAKES MODEL SHIPBUILDERS' GUILD

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THE GUILD

Organized in 1952 to locate, acquire, and preserve information and objects related to the history of shipping on the Great Lakes and to make same available to the public through the Museum of Great Lakes History and the columns of Telescope. The construction of authentic scale models of Great Lakes ships is one of the prime objectives of the organization, which has brought into being the largest existing collection of models of these ships. The Museum of Great Lakes History, located 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.

President
Capt. Wm. J. Cowles

Vice-President
Wm. N. Stevens
(Acting Sec-Treas.)

Sec-Treas.
Capt. J. E. Johnston

THE ANNIVERSARY EDITION

Contents

Ol' Cap	4
Scale Model Plans	7
J. T. Wing (Blueprint)	8
Michigan (Blueprint)	9
Michigans Missing Link	10
Dr. Milo M. Quaife	12
Around the Lakes	13



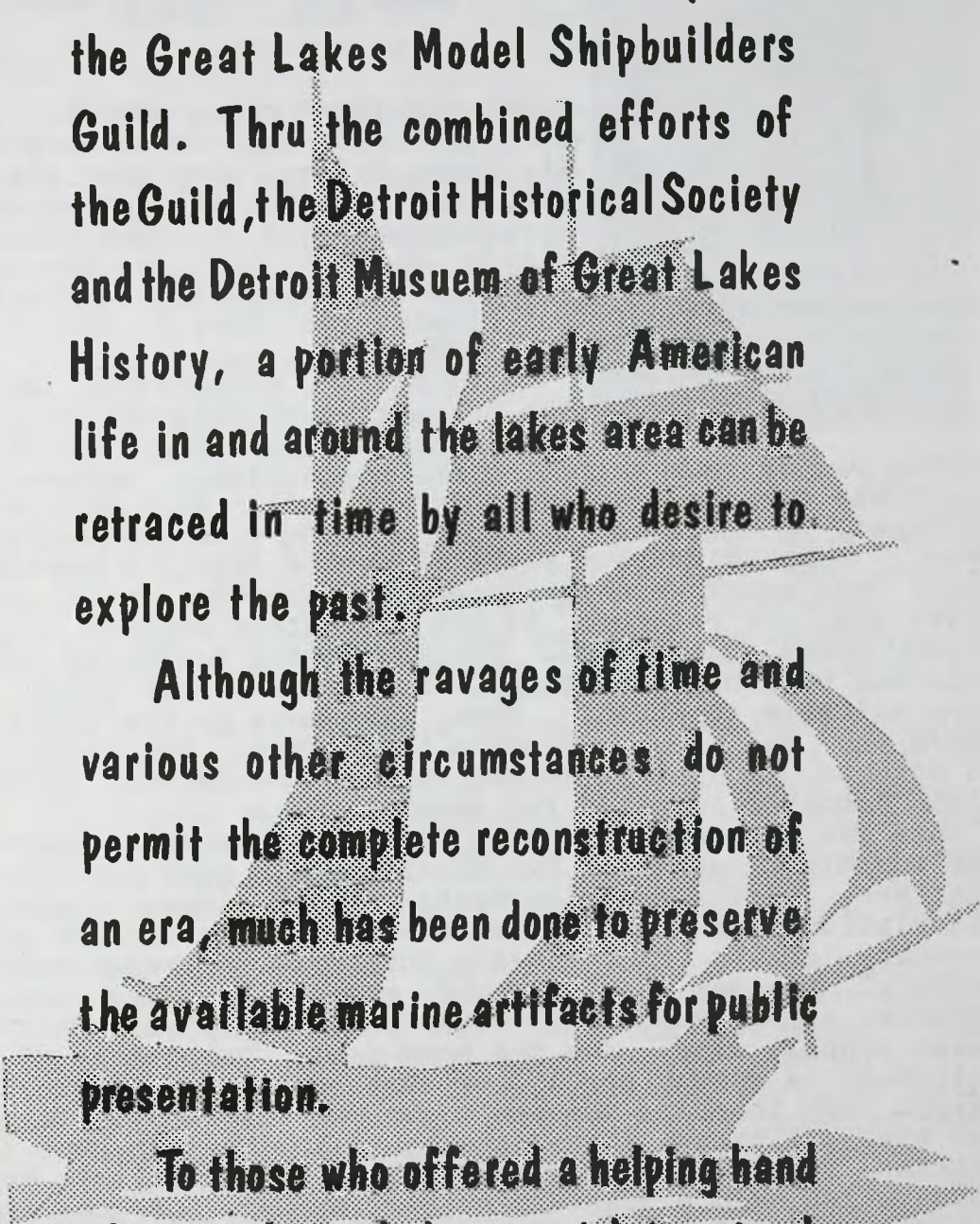
Illustrated by Mr. J. A. Leonetti, this months cover pays tribute to Capt. Joseph E. Johnston Curator for the Marine Exhibit of The Detroit Historical Museum.

Currently retiring from his very active post, the Captain will retreat to a "snug harbor" in Niles, Mich will also retire from the Secretary-Treasurers' position and serve in the future as a technical advisor.

As the cover depicts, Capt. Johnston has served the Detroit Area for the past ten years.

October 30th Meeting

The October meeting of the Guild will be held at the Detroit Historical Museum in the Old News Boys room at 7:30 P. M. The entertainment for the evening will be announced at a later date.



This issue of the Telescope marks Ten Years of progress for the Detroit Museum of Great Lakes History and the Great Lakes Model Shipbuilders Guild. Thru the combined efforts of the Guild, the Detroit Historical Society and the Detroit Musuem of Great Lakes History, a portion of early American life in and around the lakes area can be retraced in time by all who desire to explore the past.

Although the ravages of time and various other circumstances do not permit the complete reconstruction of an era, much has been done to preserve the available marine artifacts for public presentation.

To those who offered a helping hand when sorely needed, we wish to extend a heartfelt thanks and congratulations for a job well done.the editors



— Ol' Cap —

Located fifteen miles east of Greenville, Mississippi in an area called the Yazoo Delta, lies the pleasant, attractive little village of Leland (population 300.) It was here that Joseph or Cap' as he is known, the youngest of four children, was born to Charles and Mary S. Johnston on April 27, 1892.

Caps' father, educated in law, left the University of Virginia to devote his life to planting and raising cotton rather than to follow the profession. However, the Civil War erupted and immediately after Fort Sumpter was besieged, he enlisted in Darden's Battery of the Confederate Army. Completing four years of active duty, a portion of which was under General Joseph E. Johnston, as a private secretary, he returned to his seventeen section (approx. 10,000 acres) plantation. Finding cotton producing unfavorable due to labor conditions, he abandoned the place for a more suitable location. Thus, the move to the Yazoo Delta where Cap' was born. Shortly thereafter, the family moved to Goldman Landing in Tensas Parish, Louisiana, which the elder Johnston operated for several years.

This was the ideal location for the young lad, for out of the turbulent waters of the Mississippi, grew his love for the sea. Rafts and riverboats of all sizes, shapes and description formed an endless chain of river traffic adding another link to his growing interests. Twelve years of youthful freedom was enjoyed especially when organized schools as we know them were practically non-existent. Local schools were, for the most part, gatherings of a few children, a meager supply of text books and generally, a maiden lady teaching because there was little else to occupy her time. Although these courses of instruction were intermittent, Cap' had no regrets, since he would take to the woods which held a greater interest anyway. A good many of the woodland excursions lasted for days, while living as a backwoodsman. With rifle, hunting knife and axe, Cap' would build a wigwam of Palmetto fronds and small poles for shelter. Canes on a stake frame with a mattress of Spanish moss served as a bed. A smudge of moss drove out mosquitoes to make sleep possible. Food was no problem since game abounded in the area and meat barbequed over an open flame, salted down, would appease the heartiest of appetites.

Caps' ability to move quickly and quietly thru brush allowed him to study many birds and animals. Often, at close range, species of rare birds seldom seen by man, were observed. It was upon just such a venture that a spine tingling scream of a Panther caused Cap' a tense and sleepless night. Through these excursions and the books contained in the small but excellent family library, Cap' learned about such things as History, Ornithology, Architecture and by the time he reached twelve years of age, was quite familiar with Greek and Roman History. The works of Tennyson, Longfellow, and Shakespeare were not unknown to him, nor was he lacking in material such as "Cosmopolitan", "Century", "Worlds Work" and other similar publications. Learning by doing as he went along marks the method by which Cap' has mastered many things.

When finally old enough to set out on the riverboats, they were gone leaving only the call of the sea.

Little is known to this author about Cap' from this point on until 1934 with the exception of a few ol' salts tales and the fact that he served twenty-one years at sea, a master mariner in sail and steam. Cap' came to the lakes area at this time to take command of a small schooner to be used for private interests as a training vessel. The project was dropped however, after a single season. Three more years passed with Cap' serving in the capacity of Director of Nautical Interests at the Adventure Island Camp for Boys, in Green Bay.

Later as the Field Representative for the War Shipping Administration, here in Detroit, Cap' is credited with the recruiting of 3,180 experienced Michigan merchant seamen, all of which were sent to salt water service. Aside from this, 2,881 seamen and trainees were also recruited for service on the lakes ships. A recruiting record worthy of note, since these groups were formed during a ten month period.

For the next three years after the close of World War II, Cap' served the State of Michigan as an employment interviewer while writing for the "Work Boat Magazine" and "Southern Fisherman" the latter ending rather recently.

With the acquisition of the lumber schooner J. T. WING by the City of Detroit in 1945, a Historical Commission was formed for the express purpose of establishing a Museum of Great Lakes History. Once again Caps' services were required, this time in the restoration of the schooner which was to be turned into a marine museum. Located on Belle Isle in the Detroit River, construction began in July of 1948 with Cap' and a few interested hands doing a major portion of the work. A year later and the job was practically done with the exception of installing the few exhibits on hand. It was during this construction period that the conception of the Great Lakes Model Shipbuilders Guild was

born. Working long hours on the Museum and spending all his spare time recruiting prospective members, Caps' dream became reality in 1952. A constitution was written and the Guild was formally organized. As Curator for the Museum, President of the Guild and later as Secretary-Treasurer, membership continued to grow. Directly responsible for the TELESCOPE (the Guild publication) he not only wrote for but edited and published the magazine. Some of the marine articles remembered in particular were "Little Journeys," "Model Shipyard," "Winky, the ship's cat," and others too numerous to mention.

In October 1955, the WING was closed permanently due to deterioration and lack of space aboard the old ship. The ever increasing amount of displays, exhibits, models, and marine items slowly but surely outgrew all available space. Consequently, moving to the Detroit Historical Museum, the parent organization, the marine portion was reopened officially on March 14, 1956.

The exhibits continued to grow right up to the time of Caps' retirement which came upon us rather quickly. So, amidst a group of prominent people and close friends, Cap' retired on April 26, 1959, at a dinner given in his honor at Belle Isle, Detroit, Michigan. Many cited Cap' for his driving ambition to further the Guild and its many programs also his devotion to duty as the Curator of the Museum in which he served for eleven years. But all agree as to the fine and unselfish example set for others to follow. It is most interesting to note that in the American Dictionary of Occupational Titles Cap' is classified under the following headings:

Master Mariner	-	Including all ratings below this
School Teacher	-	High School, Arts and Crafts
College Professor	-	Teachers College, Rural Sanitation, Crafts
Sculptor	-	Wood and Stone
Writer	-	Nautical Subjects
Surveyor	-	Topography
Practical Refrigeration Engineer	-	Operator of Ice Plant
Carpenter	-	General
Tint Block Artist	-	Studied at V. of C. Berkley, California
Councilor	-	Operated shop
Curator of Maritime History	-	Boys Camp
	-	Eleven years in charge of Museum of Great Lakes History for the City of Detroit

-Continued on Pg. 16-

Scale Model Plans

Ask anyone what the names MAYFLOWER, CONSTITUTION, or FLYING CLOUD bring to mind and nine out of ten times the answer would probably be about Pilgrims landing at Plymouth Rock, a beautiful Clipper ship, and "Ol' Ironsides."

Oddly enough, the recordings of these and other great ships appears endless by the amount of publications, models constructed in their behalf and by paintings done by famous artists. The homage paid these vessels is truly inspiring. But what of the ships and men of the GRIFFIN, MICHIGAN, WALK-IN-THE-WATER, and the brig NIAGARA? All are of Great Lakes origin and yet these very same ships and men go practically unnoticed. A sad state when it is realized that they too played a major role in the development of the United States.

For some unknown reason, notoriety of "Salt Water Vessels" carries with it the romance and adventure of two boys on a raft floating down the Mississippi. Perhaps, were the lakes incidents more widely publicized, they too would spur the interest of any venturesome soul.

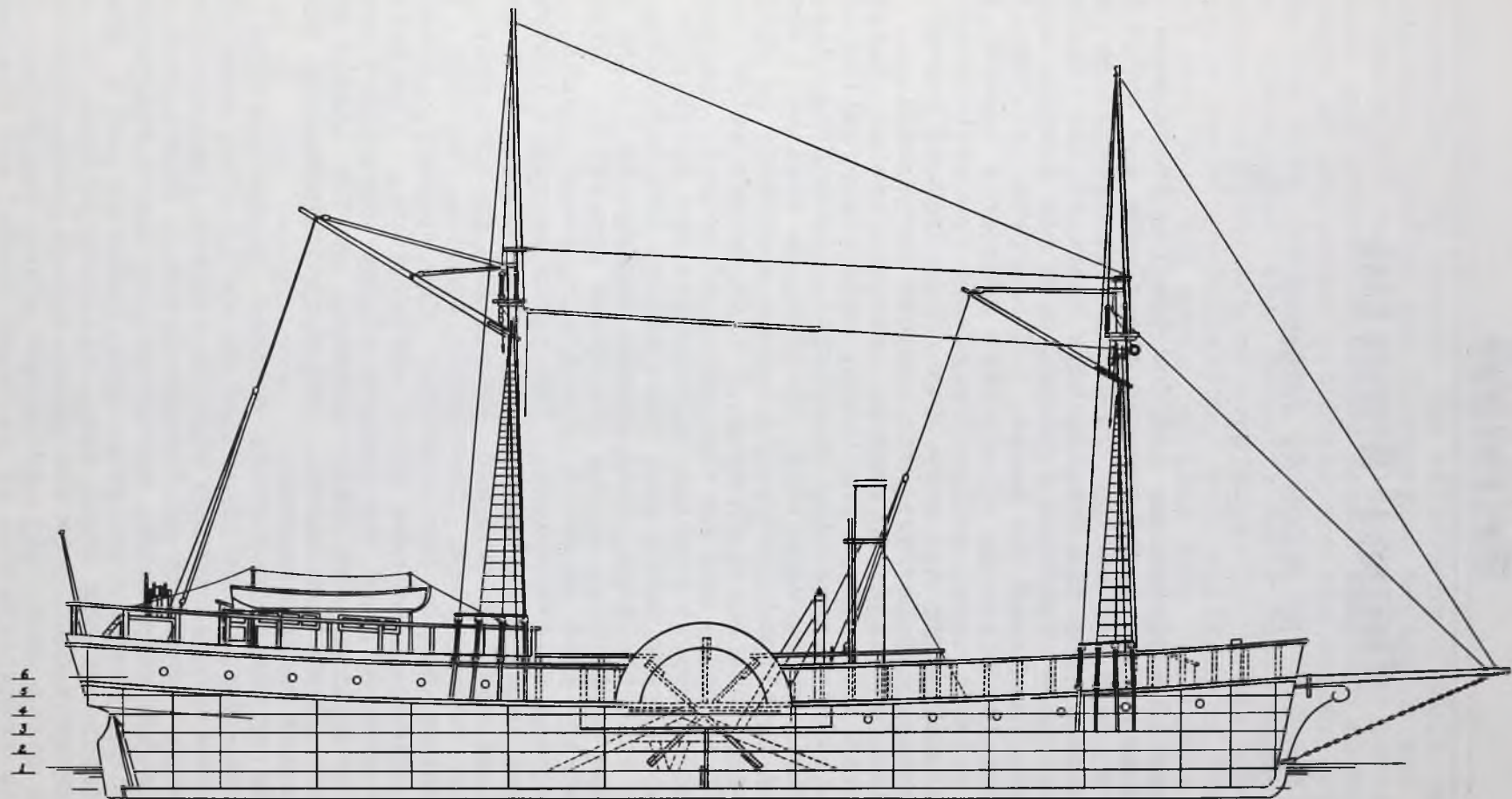
As a stimulant for the modeler, the historian or the man on the street, a series of finely detailed and informative drawings have been prepared. All of which are Great Lakes vessels. It is hoped, with the presentation of such articles, that reader interest is increased and at the same time serve as a small tribute to those of a bygone era.

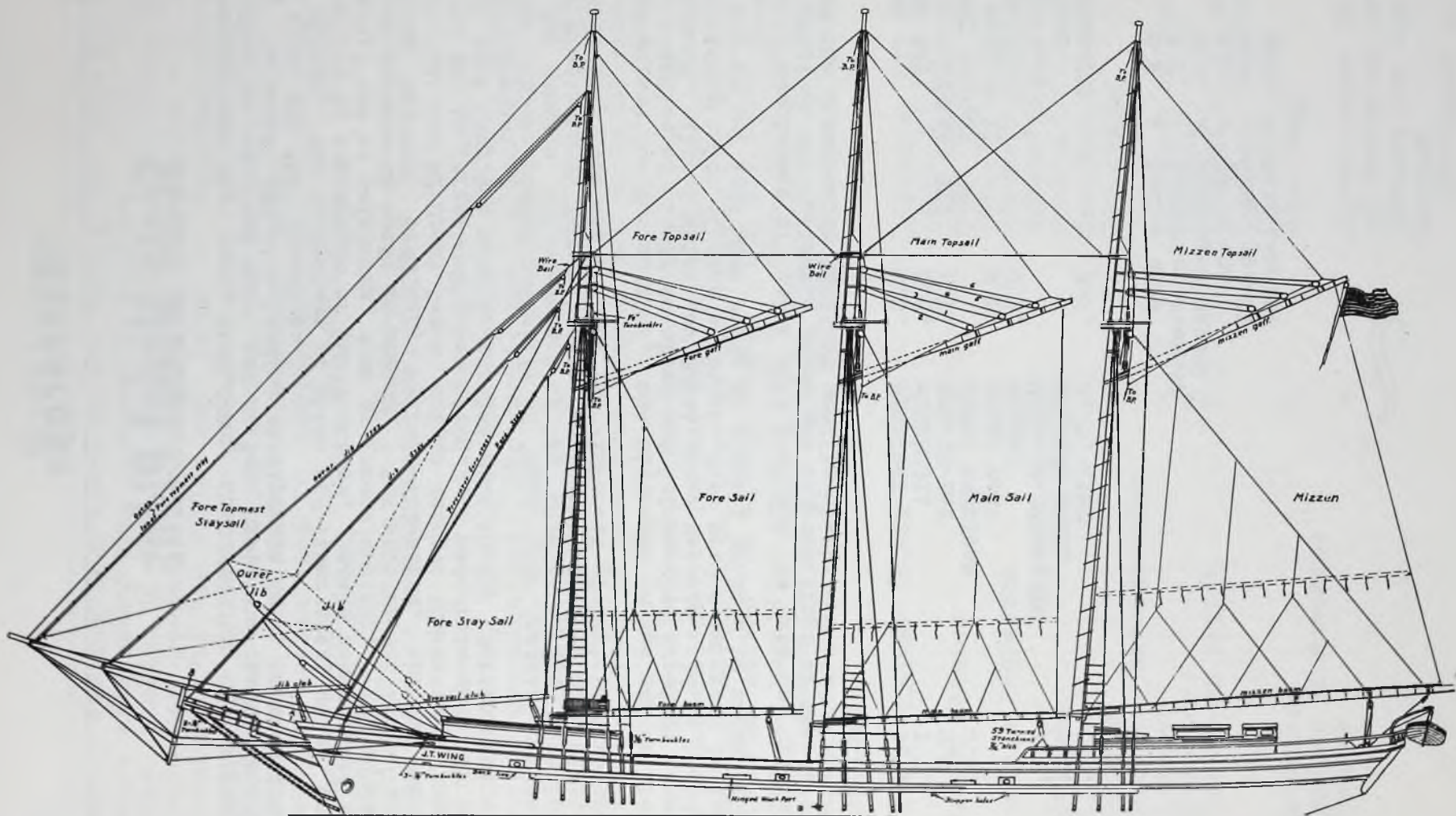
The total complement of scale ship drawings to date are listed below, while on the following pages are reproductions of the J. T. WING, and the sidewheeler MICHIGAN profile plans.

ALABAMA	C.S.	MICHIGAN (1833)	P.V.
BUTCHER BOY	H.B.	MINNESOTA	P.V.
CITY OF CLEVELAND III	P.V.	PUT-IN-BAY	E.S.
GRAMPION (barge)		SOUTH AMERICAN	C.S.
HELEN MACLEOD II	H.B.	Stake Boat	
JOHN ERICSSON	C.V.	WABESI	
ECORSE (tug)		WALK-IN-THE-WATER	P.V.
Life Boat		WILFRED SYKES	B.C.
MASSACHUSETTS	B.C.	J. T. WING	C.V.

NOTE: C.S. - Cruise ship
 E.S. - Excursion steamer
 P.V. - Passenger vessel
 H.B. - Huron boat
 C.V. - Cargo vessel
 B.C. - Bulk carrier







Michigans' Missing Link

By Joseph E. Johnston

Part II

In the days of exploration and fur trading there were no artisans on shore who could saw out the planks and build the white man's type of boats, so water transportation was forced to depend upon the fragile bark canoe of the Indian. Once European boat builders appeared upon the scene, small planked boats replaced the canoe. The growth of the fur trade and the later coming of settlers created a demand for only small vessels under sail. There were few harbors which in their natural state had more than four feet of water at their entrances, and besides, the cargoes were small.

As settlers increased in number, cargoes became larger. Towns appeared all around the Lakes, and these called for lumber in steadily increasing quantities, demanding larger vessels. The harbors were still shallow, so shallow, draft vessels were developed. Later, it became necessary to deepen the entrances, and build wharves. With deeper water came deeper draft vessels, and as the number of vessels increased it became necessary to provide lighthouses and other aids to navigation. As the towns grew into cities and thousands of people came into the area, sail became inadequate to the increased tempo of living, so the steamboat appeared. Steamboats required much cordwood for their power plants, so woodyards sprang up everywhere. The yards required laborers so little settlements followed on the same sites. Then came coal as a fuel and the woodyard people had to move away or start other enterprises, frequently staves, to meet the ever-increasing demand for cooperage for whiskey, pickled pork, fish, flour, and many other commodities. The larger ships which came to meet the demands of the new cities could not afford to call at the little places, so the little two-mast schooners kept them alive, and were in turn kept going until roads and railroads came.

The needs of the lumber trade created a special type of vessel, built of wood and propelled by sail. They came with the lumber era and passed out with it because they could not take the rough treatment of the ore trade. First iron and then steel ships were built, necessitating large shipyards, some of which became the principal industry of a port. With the advent of the steel age, millions of tons of ore had to be brought down from the mines around Lake Superior. Much of the steel went into railroads which supplanted the ships in the transportation of packaged goods, and the Lakes package freighter vanished.

Meanwhile, to improve the efficiency of bulk cargo transportation, loading and discharging equipment was perfected and installed on the wharves in the larger ports. Gantry cranes and Hewlett unloaders became familiar sights. Gravity loading of ore became essential and the modern ore dock became the most conspicuous landmark in the Superior ports. The Gantry cranes and the Hewletts contribute mightily to our economy, but they are extremely costly. Not every port can justify their installation, yet millions of tons of coal must move from the ports of Lake Erie to cities and towns all around the Lakes. This commodity can be loaded by gravity, but must be discharged by machinery and to provide that machinery at every port needing coal would have been prohibitively costly. To meet this problem, the Great Lakes self-unloader was designed. Since these vessels can handle limestone as well as coal, many of them can enjoy something which was about to disappear from the lakes -- two-way cargoes. Coal up and limestone down.

The railroads displaced the package freighter on the Lakes but are now on the decline, due to truck competition on the highways. However, to build and maintain these highways, cement, in large quantities, is needed. If all cement used in highway and other types of construction had to be transported in the familiar little bags we are accustomed to seeing in building-supply stores, the cost in labor and bags would be prohibitive. Here we find again a shore activity producing work for the ships, and the latest type of vessel to appear on the Lakes is the bulk cement carrier which loads largely by gravity and is discharged by compressed air in combination with mechanical conveyors.

Here, in brief, is a mere synopsis of what I mean by comprehensiveness and continuity. Now, let us consider the tributary streams, or if you prefer, the parts allies. I have mentioned dock machinery as making an essential contribution to Lakes shipping. Let's take one commodity and tell how it has been handled over the years. For this purpose coal is selected. It arrived at dockside on Lake Erie by railway cars from the mines in Pennsylvania. At first it was shoveled from the gondolas to a pile on the wharf. From there it was shoveled into wheelbarrows and trundled over a gangplank to the hatch and dumped in. Down in the hold of the vessel were other men whose task it was to "trim" the cargo; that is shovel it back into the corners and level it off. Let's say that the men in the railway car could shovel out the familiar sixteen tons. At the prevailing wages that would not have been too bad, except for the necessity of wheeling it to the hatch and later trimming it. While I have no statistics on these operations, it is quite possible that the net results could have been about five or six tons per day, per worker. To be added to this expense was the delay of the vessel during loading, a considerable factor.

-Continued on Pg. 12-

DR. MILO M. QUAIFE

by Henry D. Brown, Director
Detroit Historical Museum

The historical profession, and every person or activity associated with it, lost an irreplaceable asset in the sudden and untimely death of Dr. Milo M. Quaife. He was an eminent scholar, and a valued friend to many in the Detroit area, as well as throughout North America. We in the Detroit area have been privileged to have him with us here for over thirty-five years. He was one of America's foremost historical editors, and a specialist in the field of the old Northwest. His writings have been so great in volume that a mere listing fills a 52 page bibliography (published a short time ago by the Algonquin Club, which he founded).

Among his many writings are several dealing with the Great Lakes. He edited all of the volumes of the "Lake Series," and wrote the volume on Lake Michigan. He collaborated with his close friend Joseph Bayliss on River of Destiny. His contributions through articles in professional journals are too numerous to itemize. Every Great Lakes historian or hobbyist knows his name and has referred to his works.

His writings are a legacy, not only to the present, but will prove of great value for others in the future who share our interest in history, or the story of men and ships on the Great Lakes.

"Michigans Missing Link", Continued

At the port of discharge, the process was reversed, with the additional problem of trying to shovel coal out of a deep pile. For those who have never done it, I call attention to the difficulty in getting the coal into the shovel. In order to make any progress the blade of the shovel must move along a flat surface and under the coal. One simply cannot thrust a shovel into a coal pile, and it is a long ways down to the bottom of a ship's hold. To facilitate the work, a board was used to create the necessary flat surface at least a part of the time. By working out a depression in the coal and placing the board in it, the sides of the pile could be pulled down and then shoveled up.

Around the Lakes

July-August 1959

Edited by

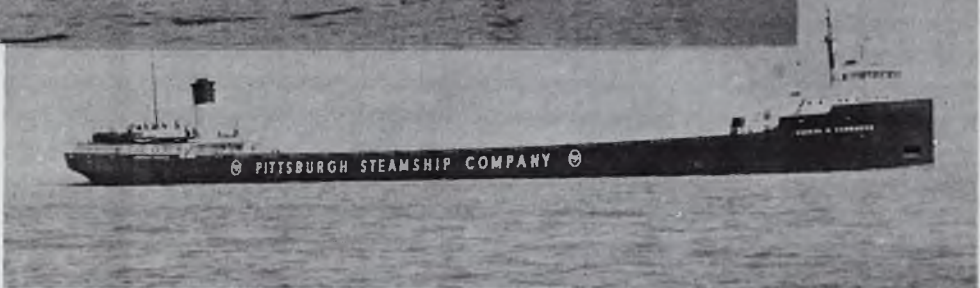
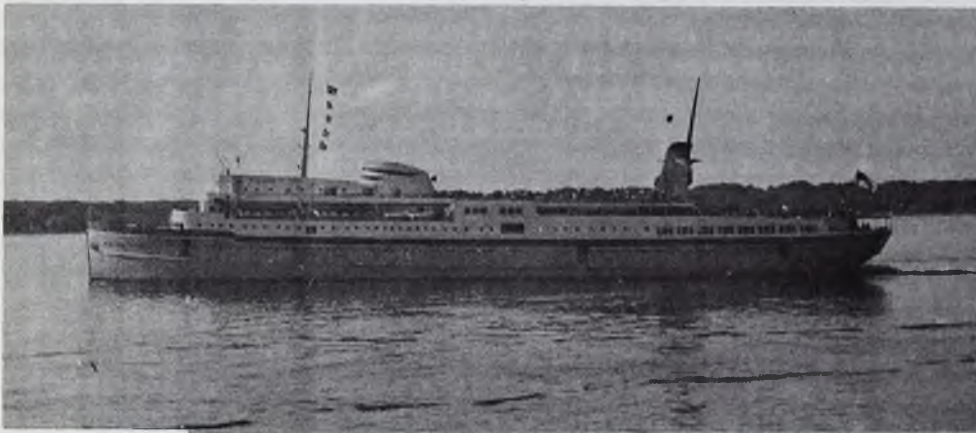
Robert B. Radunz
Detroit

July 15

Eight Great Lakes ore carriers dock in Milwaukee to await the end of the steel strike. Port Director states that a total of 23 ships may be tied up soon.

July 16

The MILWAUKEE CLIPPER is delayed $1\frac{1}{4}$ hours after the loaded ore carrier ENDERS M. VORHEES scraped one of the CLIPPER'S lifeboats in a "fender bender" accident at the mouth of the Milwaukee River. (Photos by Great Lakes Photo Co.)



July 23

The commandant of the Coast Guard in Washington, D. C., states that unexplained hairline cracks in the hull of the CARL BRADLEY strongly suggested that possible structural weakness contributed to the freighter sinking on Lake Michigan.

July 24

Customs collections for Wisconsin's five subports increased 27% during the fiscal year ending June 30. The five subports include Green Bay, Kenosha, Racine, Manitowoc, Marinette and Sheboygan.

August 5

Two deepening operations to improve the Trenton Channel for deep draft vessels are recommended by the Army Corps of Engineers.

Criticism of St. Lawrence Seaway and Welland Canal operations continues to rise as traffic increases.

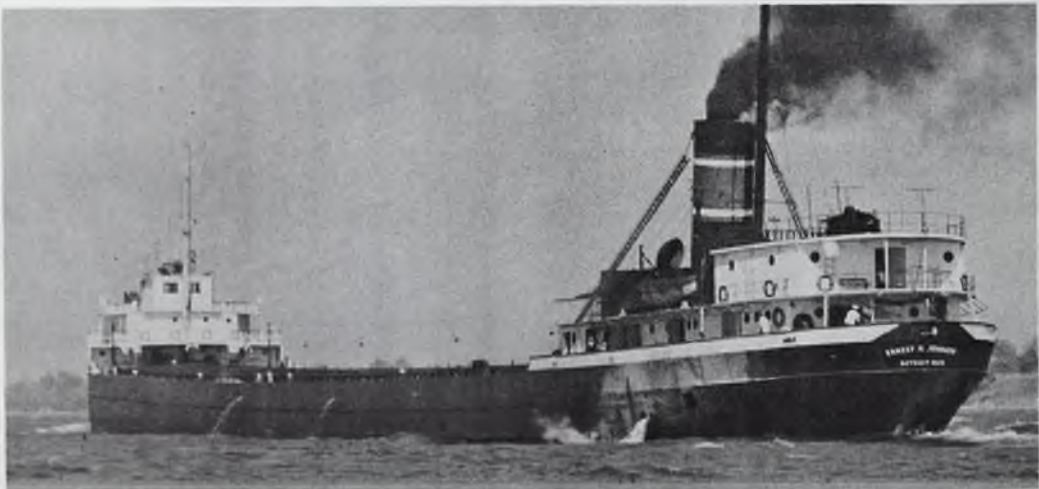
August 9

Three West German lines sever connections with two international shipping conferences that regulate cargo rates on the Great Lakes. The lines indicated they may cut rates to attract customers and this may start a price war on Lake rates.

Attorneys for United States Steel Corp. have rejected a proposed settlement offer of \$4,750,000 for the survivors of 33 men lost on the CARL BRADLEY.

August 10

The biggest ore cargo ever brought down the Great Lakes by a single ship is unloaded in Cleveland from the Canadian steamer MENIHEK LAKE.



Ernest R. Johnson - Photo by Emory Massman

August 12

A total of 1,080 cargo ships and naval vessels navigated the Welland Canal in July.

The freighter ERNEST R. JOHNSON of the Browning Lines will become a floating grain elevator at Buffalo.

August 16

The first American flag World War II liberty ship ever to call at Milwaukee the SAG HARBOR loads 2,500 tons of flour.

August 17

Three more boats are added to the grain storage fleet. They are the GEORGE STEPHENSON, SIR WILLIAM FAIRBAIRN, and ANDREW S. UPSON.



Sir William Fairbairn - Great Lakes Photo Co.

George Stephenson - By Emory Massman



Andrew S. Upson - Photo by Emory Massman

August 19

Canada is preparing its new icebreaker the ALEXANDER HENRY for service in the fall. She will be the first Canadian icebreaker working west of the St. Lawrence River. Heretofore, icebreaking in both American and Canadian waters has been done by the U. S. Coast Guard.

September 2

The sunken hull of the CARL D. BRADLEY has been identified on the bottom of Lake Michigan by underwater television camera. The Bradley Transportation Division said the vessel lies in one piece 360 feet down and $11\frac{1}{2}$ miles west-southwest of Gull Island.



"Ol' Cap", Continued-

Truly a record worthy of one who has given so much of his time for the benefit of others.

*Authors Note

Credit must be given to Miss Louise Johnston for the fine background work on the life history of Cap'.

John Leonetti
Assoc. Editor