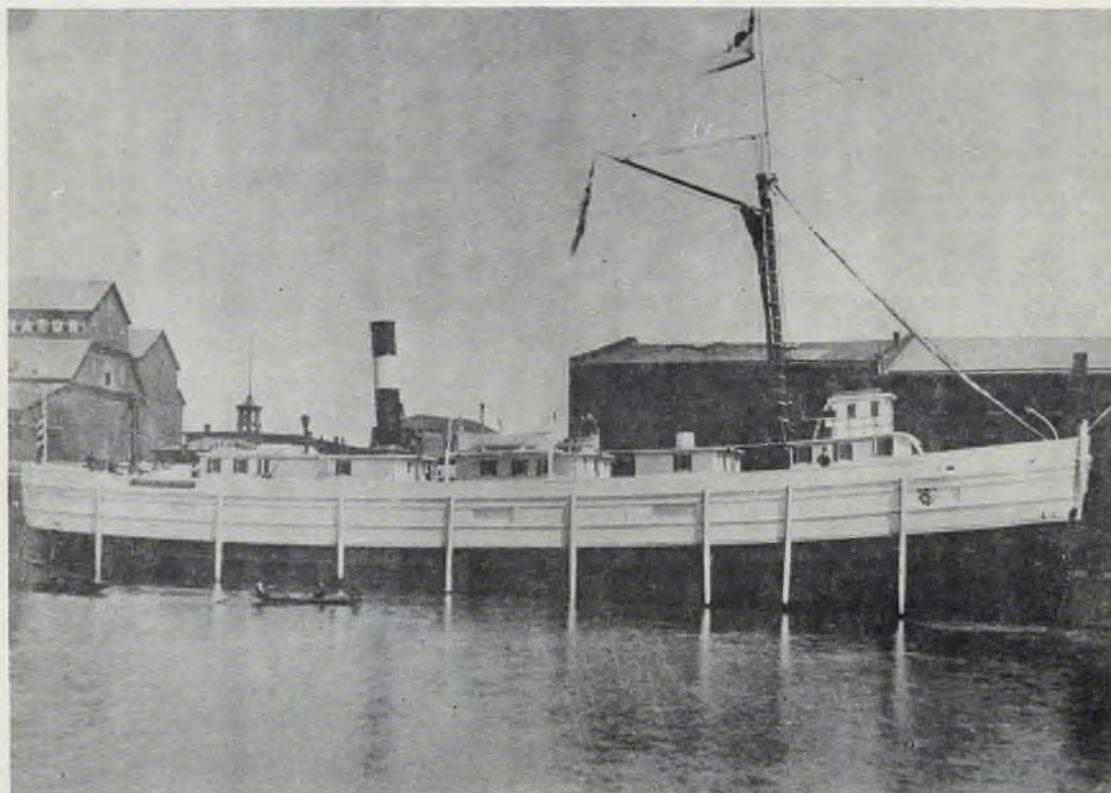


TELESCOPE

January 1961

Vol. 10 No. 1



published by the
Great Lakes Maritime Institute

Telescope

PUBLISHED BY

Great Lakes Maritime Institute

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Belle Isle, Detroit 7, Mich.

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TELESCOPE

The TELESCOPE magazine is the official publication of the Great Lakes Maritime Institute. It was first published in 1952 as a sheet of announcements and meeting notices. Today it is a full-size monthly magazine, valued by members and non-members alike as a source of Great Lakes data. The TELESCOPE includes articles of interest to almost everyone, including such subjects as history, salvage, current news, and model shipbuilding. There are three monthly features, current news section, vessel list of a Great Lakes fleet, and a blueprint of a Great Lakes ship. Subscription to TELESCOPE is included in the membership fee.

The editors will consider articles of Great Lakes or general marine interest for publication in TELESCOPE. Such material need not be expertly written, but must be of a nature suited to the purposes of the publication. Address any such material to:

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Belle Isle, Detroit 7, Mich.

Address all other correspondence to the Corresponding Secretary.

The editors will assume no responsibility for statements made by the authors.

Supported in part
by the
Detroit Historical Society

Printed
by
R. H. Davison

This Month's Issue

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OUR COVER PICTURE

The picture on this month's cover is of the GORDON CAMPBELL, completely described in the paragraph with the print, in the center of this issue. This exceptionally fine photograph is from the collection of Reverend Edward J. Dowling, S.J.

Regular Membership.....\$4 annually

Contributing Membership..\$5 annually

Sustaining Membership...\$10 annually

Life Membership.....\$100

Membership by the Calendar Year
Single Copies 35¢

The CAYUGA

On last April the ninth, your editors visited the old excursion steamer CAYUGA, out of service and laying at a storage berth at the foot of Spadina Avenue in Toronto. The trip was made because the CAYUGA's blueprints have all been lost, and it was felt that some record of the ship should be made. The reason the trip was made at that time was quite simple: the ship was for sale and there was no reason to expect that she would not go to the scrapyard.

One of the most important functions of the Great Lakes Maritime Institute is the preservation of ship plans for the model builder. In line with this objective, measurements were taken of the ship, and she was photographed extensively. While the record made of the CAYUGA is not complete, a skilled model builder could easily build an accurate model of the ship from the data available.



Gordon P. Bugbee and Wm. A. Hoey take measurements in the ship's main cabin and Wm. M. Worden takes down the data.

A highlight of the trip was a visit with Mr. Alan Howard, former Managing Director of the Cayuga Steamship Company, Ltd. Mr. Howard and a group of other public spirited citizens of Toronto and the surrounding area organized the company in 1953 when it appeared certain that the ship, owned by Canada Steamship Lines, and out of service, would go for scrap. Stock was sold in a public campaign, and the ship ran again in 1954. In 1957, the vessel had to be removed from service due to several losing seasons.

Several enjoyable hours were spent with Mr. Howard and his late mother discussing passenger boats of the Toronto Area and the CAYUGA in particular. He related some of the incidents that had taken place during the time that he was in charge of the CAYUGA's operations, and some of the problems of operating an excursion vessel on the Great Lakes in the Atomic Age. We hope someday to present in TELESCOPE Mr. Howard's own account of the history of the CAYUGA and the Cayuga Steamship Company.

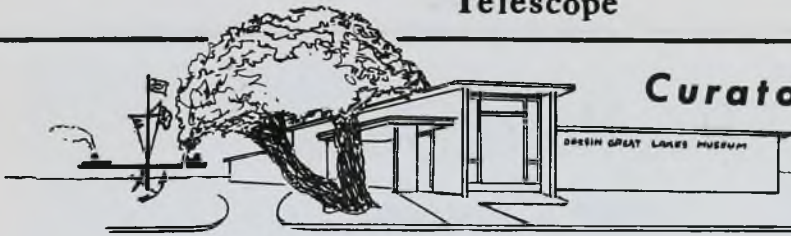


Howard J. Schuldt, Jr. took photos of the CAYUGA.

Today, the CAYUGA's future is no more resolved than it was last April. The vessel was sold in May to Greenspoon Brothers, Ltd. of Port Credit, Ontario, who are scrap dealers. Later, the newspapers told of two restaurant and hotel operators, Joseph McCarthy and Charles Santos, who bought the vessel for use as a night spot. Rumor has it that the deal has fallen through; what the Greenspoon Company will do with the ship is unknown. So, the CAYUGA, one of the Great Lakes most beautiful vessels, lies in Toronto awaiting an uncertain future. We wish her luck!

The CAYUGA's name flag displayed by Gordon P. Bugbee and Wm. A. Hoey.





Curator's Corner

BY
 ROBERT E. LEE
 CURATOR
 DOSSIN GREAT LAKES MUSEUM

Yes! The picture at the bottom of the page IS a real photograph. It is the only one we know of the SOUTHERN MICHIGAN that has survived the years since this "sovereign of the lakes" ended her days.

The photograph is a Daguerreotype, aged to an extent that made it appear impossible to copy. But we had reckoned without considering the skill of Rev. Edward Dowling. He is responsible for the quality reproduction you see here. He is to be congratulated for the excellence of his work while we are to be congratulated on our very good fortune in having his assistance.

This picture of the SOUTHERN MICHIGAN, a silver ladle bearing the name of the WESTERN METROPOLIS, and a picture of Captain Perkins, who had been master on both ships, were given to the Museum by Miss Katherine Nims, granddaughter of the Captain.

Work continues on the technical information and picture files of the Museum's Archives. At the present rate of progress, these records will be available to research students at an early date.

It is noteworthy that the Museum welcomed its 100,000th visitor on December 28th! This overwhelming public acceptance firmly bespeaks the right, well earned, to be repository for such Great Lakes items as may become available. This together with the effort being expended toward an efficient archival facility will assure all donors that their gifts will be seen and appreciated, and not just stored in some inaccessible box in a closet.



Passenger Sidewheel SOUTHERN MICHIGAN. Built at Buffalo, New York in 1852 by Bidwell & Banta. 300.9 x 36.11 x 13.7. Tonnage (old) 1470, built of wood. Her engines were vertical beam, 72 diameter, by 144 stroke, built by Morgan Iron Works, in 1852. She was owned by Michigan Southern Ry. Dismantled in 1863.

The Model Forum

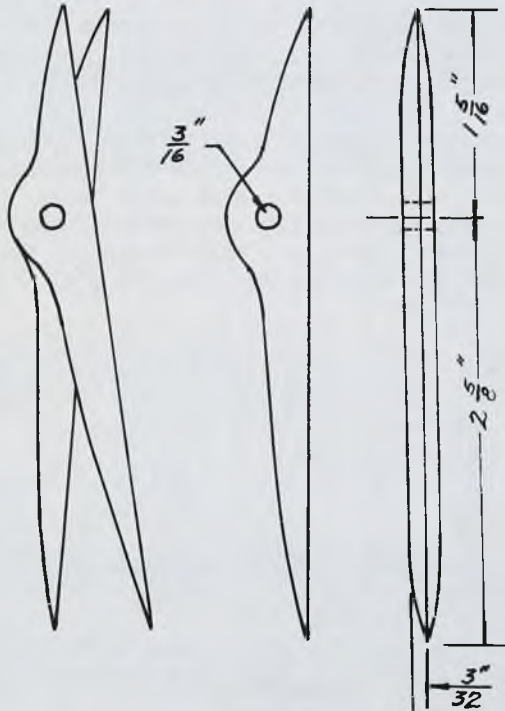
by
KENNETH L. FAIRBANKS

Any model, to be accurate, must begin with a plan. Many plans are available in the standard scales, but you may wish to model in one scale from a plan drawn to another. This calls for a job of conversion. The tool you need is a proportional divider.

These can be obtained at any drafting store, but they are expensive. Before you buy a pair, why not try making your own?

Select two pieces of flat metal stock, $\frac{1}{16}$ " to $\frac{3}{32}$ " thick, 4" long, and $\frac{1}{2}$ " wide. Slightly more than $1\text{-}\frac{5}{16}$ " from one end, mark a center line, and bore a $\frac{3}{16}$ " hole, with the two pieces clamped together. Insert a bolt that is a tight fit, reaming the hole if necessary.

Now draw the shape of the dividers as shown in the accompanying sketch. BE SURE that you hold to the dimensions: $1\text{-}\frac{5}{16}$ " on the short end, and $2\text{-}\frac{5}{8}$ " on the long end, from the hole center.



When you have reached a total length of $3\text{-}\frac{15}{16}$ " to the pointed tips, you will have an instrument which will enable you to convert from $\frac{1}{4}$ " scale to $\frac{1}{8}$ " scale by applying one end of your divider to the drawing, and reading the conversion from the other end.

The instrument you will have made will only let you convert $\frac{1}{4}$ " to $\frac{1}{8}$ " or vice-versa, and this size is described because those scales are common.

The professional dividers that are available have a slot instead of a hole at the cross connection, and will allow conversion of any scale to any other.



Launch of the LOUIS R. DAVIDSON
Ashtabula, 1912

THE BIG SPLASH
Reverend Edward J. Dowling, S.J.

LOUIS R. DAVIDSON (US.209971) was built at the Ashtabula, Ohio, yards of the Great Lakes Engineering Works, as their Hull #95, for the Yale Transit Company, one of the earlier Boland and Cornelius groups. She was originally a straight bulk freighter, of dimensions 504 x 65 x 30. 6612 gross tons and 5335 net tons. Triple expansion engines of 23", 37", and 63" diameter of cylinders by 42" stroke, were built by Great Lakes Engineering Works. This vessel operated until 1932 as a bulk freighter. In that year, she was converted to a self-unloader by American Shipbuilding Company. She has been re-named twice, being (b) DIAMOND ALKALI and presently (c) DOW CHEMICAL. Our illustration below is from a rather rare Ross & Wiley photo showing the vessel when named DIAMOND ALKALI.





The WILLIAM C. AGNEW
Pesha Photo

FLEET OF BOLAND AND CORNELIUS
1866 - 1961

In 1904 Messrs. John J. Boland and Adam E. Cornelius of Buffalo incorporated the American Steamship Company. However, these gentlemen and their earlier partners and predecessors had been in the Great Lakes shipping business since 1866. In the early days, the ships of the fleet generally had black hulls and white cabins and the older steamers had black stacks. Since 1904, the color scheme is black hull, white forecastle and cabins, and black stack with the familiar triple silver-red-silver band in the center. At one time, Boland and Cornelius operated a fleet of canallers for Canadian owners. In the past quarter century, the fleet has become noteworthy for possessing the largest number of self-unloaders of any company on the Lakes. Over the years, there have been 20 schooners and schooner-barges, 13 wooden propellers, 67 steel freighters, one tug, and two coastwise freighters in the fleet. Due to frequent duplication of names in the fleet the list which follows names each vessel but once, under the first name the vessel is known to have born in the B&C fleet. Also, we are listing the various operating companies, as follows:

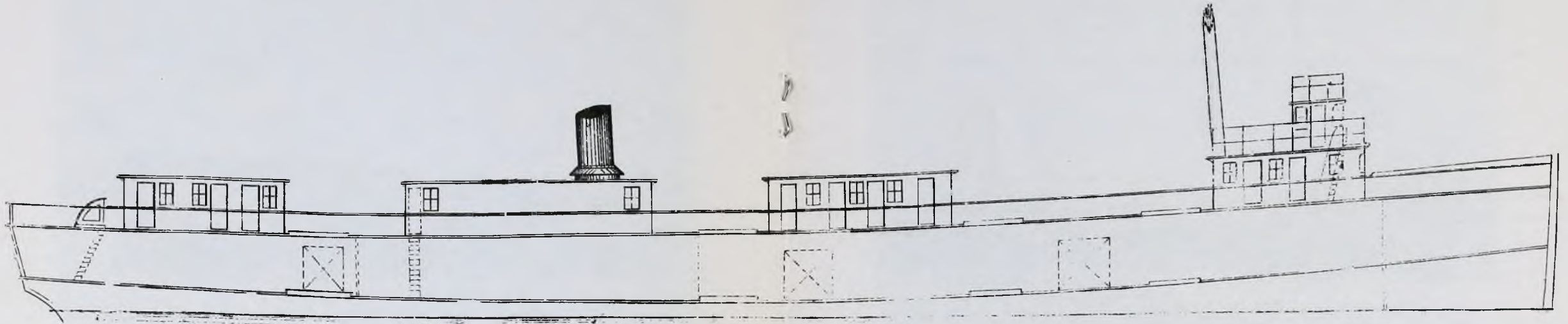
American Steamship Company
Amersand Steamship Company
Bison Steamship Company
Eastern Steamship Company, Ltd.
Eastern Steamship Corporation
Lake Steamship Company
Lake Chelan Steamship Company

Ore Navigation Company
Pennsylvania Steamship Co.
Rochester Steamship Company
Western Steamship Company
Wyoming Steamship Company
Yale Navigation Company
York Transit Company



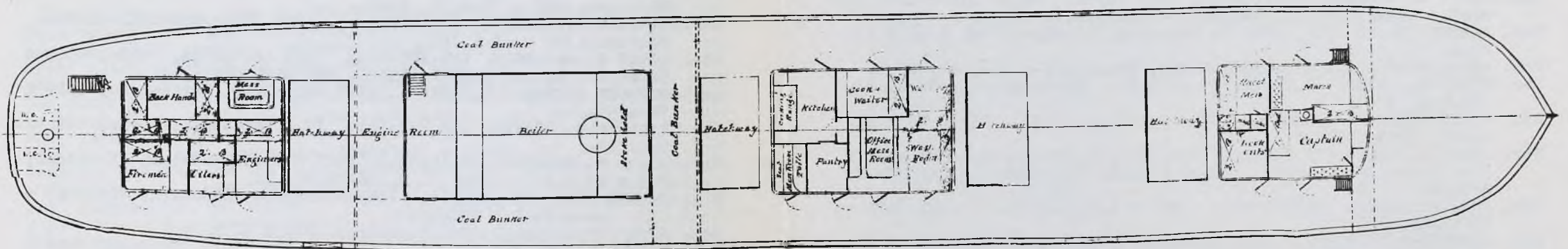
The ADAM E. CORNELIUS, JR.
Photo Courtesy Thomas Manse

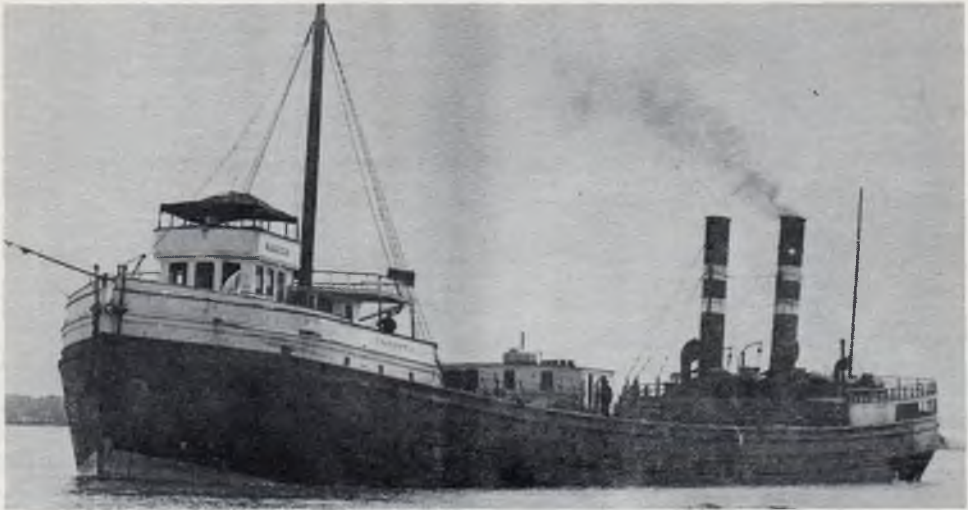
- Str. WILLIAM M. CONNELLY (ex NEPTUNE, US.130901), 1901 Lorain, Ohio. Later MARTIAN (C.175995).
- Str. ADAM E. CORNELIUS (US.205239), 1908 St. Clair, Michigan, 420 x 52 x 24. Later lengthened. Later DETROIT EDISON and GEORGE F. RAND.
- Str. ADAM E. CORNELIUS (US.278853), 1959 Manitowoc, Wisconsin, 650 x 72 x 38.
- Str. CULLIGAN (ex GEORGE T. HOPE, US.85800), 1883 W. Bay City, Michigan, 263 x 39 x 19, wood.
- Str. WILLIAM H. DANIELS (C.147764), 1923 Haverton-Hill-on-Tees, England, 252 x 43 x 18.
- Str. LOUIS R. DAVIDSON (US.209971), 1912 Ashtabula, Ohio, 504 x 56 x 30. Later DIAMOND ALKALI, DOW CHEMICAL.
- Str. DETROIT EDISON (US.269187), 1955 Manitowoc, Wisconsin, 589 x 72 x 36.
- Str. WILLIAM H. DONNER (US.212354), 1914 Ashtabula, Ohio, 504 x 54 x 30.
- Str. EDWIN T. DOUGLASS (C.146334), 1923 Old Kirkpatrick, Scotland, 253 x 43 x 17. Later P. S. BARGE NO. 1.
- Str. SELWYN EDDY (US.116555), 1893 Wyandotte, Michigan, 243 x 43 x 21. Later HALL & WELLHART.
- Str. ELBA (US.202014), 1907 Cleveland, 420 x 52 x 24.
- Sch. FRANK D. EWEN (US.120710), 1888 W. Bay City, Michigan, 202 x 37 x 15.
- Str. ALBERT C. FIELD (C.147767), 1923 Haverton-Hill-on-Tees, England, 252 x 43 x 18.
- Str. FONTANA (ex FRANK SEITHER, ex R. W. ENGLAND, US.200948), 1904 Ecorse, Michigan, 362 x 50 x 28.
- Str. GARDEN CITY (US.85293), 1873 Ogdensburg, N.Y., 133 x 26 x 12, wood.
- Str. JOHN GEHM (ex LAKE ORANGE, US.217171), 1918 Duluth, Minnesota, 253 x 43 x 18. Later MENEMASHA, JOHN GEHM.
- Str. FRANK H. GOODYEAR (US.215204), 1917 Ecorse, Michigan, 580 x 60 x 28. Later DIAMOND ALKALI.
- Str. G. J. GRAMMER (US.86610), 1902 Superior, Wisconsin, 346 x 48 x 28. Later lengthened. Later ADAM E. CORNELIUS, JR., TROY H. BROWNING, and D. A. MOLONEY.



Gordon Campbell

Built at Detroit Drydock Company, 1871 as hull number 19. U. S. Register 85184. Originally built for Erie and Western Trans. Co. (Anchor Line). Modifications were made in 1888, and this drawing is one made at that time. She was sold Canadian and numbered 116813 (C) in 1906. The same year she burned in Lake Superior on November 14th. At the time of her demise she had been re-named STRATHMORE.





The CALEDONIA
Pesha Photo

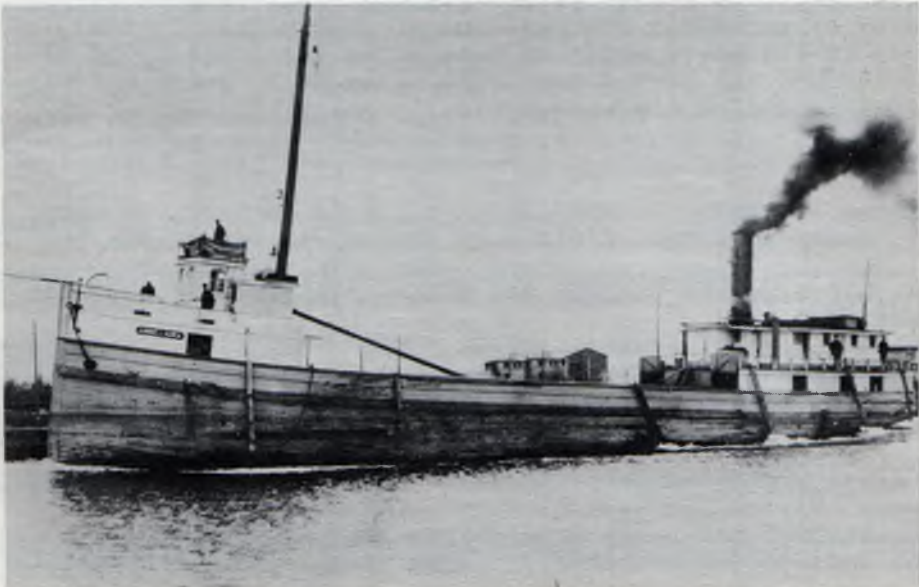
- Str. ACHILLES (US.213147), 1915 Sparrows Point, Md., 514 x 55 x 36.
Former U. S. Navy collier. Operated on coast only.
- Str. WILLIAM C. AGNEW (US.208396), 1911 Lorain, Ohio, 540 x 58 x 31.
Later GEORGE F. RAND and BEN W. CALVIN.
- Str. ALCONA (US.105809), 1878 Gibraltar, Michigan, 185 x 34 x 16,
wood.
- Sch. ALTA (US.106162), 1884 W. Bay City, Michigan, 198 x 34 x 16,
wood.
- Sch. ABBIE L. ANDREWS (US.105224), 1873 Toledo, Ohio, 136 x 26 x 10,
wood. Later ABBIE L. ANDREWS (C.122637).
- Sch. ATHENS (US.107276), 1897 W. Bay City, Michigan, 294 x 45 x 19,
wood.
- Sch. ATMOSPHERE (US.1027), 1863 Milan, Ohio, 134 x 25 x 11, wood.
- Str. FRANK B. BAIRD (C.147854), 1923 Old Kirkpatrick, Scotland,
253 x 43 x 20.
- Sch. E. P. BEALS (US.8909), 1873 Buffalo, N.Y., 137 x 26 x 11,
wood. Later COBALT.
- Str. JOHN J. BOLAND (US.204563), 1908 Ecorse, Michigan, 480 x 54 x
30. Later lengthened. Later THUNDER BAY QUARRIES, HARRIS N.
SNYDER.
- Str. JOHN J. BOLAND (US.266270), 1953 Manitowoc, Wisconsin, 623 x
72 x 36.
- Sch. BRUNETTE (US.2756), 1871 Gibraltar, Michigan, 216 x 35 x 13,
wood.
- Tug BUFFALO (US.210571), 1912 Cleveland, Ohio, 68 x 17 x 11, steel.
- Str. CALEDONIA (ex WILLIAM B. MORLEY, US.81191), 1888 Marine City,
Michigan, 277 x 42 x 14.
- Str. CAMBRIA (ex E. H. UTLEY, US.207568), 1910 Wyandotte, Michigan,
504 x 54 x 31.
- Sch. J. I. CASE (US.75720), 1874 Manitowoc, Wisconsin, 208 x 34 x
14, wood.
- Str. NORMAN P. CLEMENT (C.146255), 1923 Cowes, England, 253 x 43 x
18.
- Str. STEPHEN M. CLEMENT (US.202087), 1905 Lorain, Ohio, 480 x 52 x
30. Later UNITED STATES GYPSUM, JOHN J. BOLAND, NIAGARA MOHAWK.
- Str. CODORUS (US.92454), 1892 Wyandotte, Michigan, 274 x 40 x 23.
Later GUANOCO.

Picture Page

By Emory A. Massman Jr.



WILLIAM CLAY FORD US# 266029 GT. 11590 NT. 8590 629x70x36 Built by Great Lakes Eng. Works, hull #300 at River Rouge, Michigan. Launched Aug. 1953. She has a Westinghouse Electric Co. 2 cyl. stm. turb. of 7700 SHP and Foster-Wheeler boilers. Owned by the Ford Motor Co. of Dearborn, Michigan



ANNIE LAURA US# 105106 Gr. T. 244, N.T. 189. 133x24x10.7 Built at Marine City Mich in 1871. She was a steam barge built of wood and had a high pressure steam engine with a cyl. 20" in dia. and a stroke of 24". Owned at one time by Mrs. C. McG. Koch of Sandusky, Ohio. Burned on Aug. 10, 1922 at St. Clair Flats.

Great Lakes Marine News

Edited by Robert Radunz

Contributors

Edwin Sprengeler, Milwaukee
George Ayoub, Ottawa

Richard J. Wright, Akron
James M. Kidd, Toronto

October 31

TOM GIRDLER runs aground in the St. Mary's River when it strikes a submerged object.

November 1

Federal Judge Albert B. Maris, investigating Chicago water diversion, makes a complete tour of Milwaukee harbor to see how the City is able to pump treated sewage into the Lake and still draw water for domestic use from the Lake.

November 2

Ocean vessel LaLOMA scrapes the side of the COL.ROBERT R. McCORMICK near Lock 7 of the Welland Canal. McCORMICK was loading paper at the Ontario Paper Company dock.

November 6

Milwaukee is to be linked with Australia in 1961 when service is started by Atlanttrafik Express Line of Gothenburg, Sweden. Breakdown in the Snell Locks at Massena causes a tie-up of 21 ships. J. N. McWATTERS has been renamed CARDINAL and is being used to hold storage grain during the winter.

November 7

Mid-section of WALTER A. STERLING, built in Hamburg, Germany, arrives in Montreal after a six week journey in tow of the tug ZEE-LAND.

E. G. MATHIOTT passes through the Welland Canal enroute to Hamilton and scrapyard.

Prescott-Ogdensburg ferries, MAPLE TOWN; FORT CITY; and WINDMILL POINT are reportedly sold to the Mexican Government.

November 14

Eleven Pittsburgh Steamship division ships to spend the winter in Milwaukee. Five ships have already arrived.

Nineteen hundred and sixty Great Lakes shipping season almost at an end with only 30% of the American lake vessels now in operation.

November 20

Wisconsin congressional group starts action to have Milwaukee harbor deepened to Seaway depth by 1962.

November 22

Last ocean ship, MANCHESTER FAITH, leaves Milwaukee to end 1960 overseas shipping season.

November 28

Canadian shipping authorities have ordered the wreckage of the ISLAND KING removed because of partial obstruction in the Lachine Canal.

European diesel engine makers from Holland, U.K. Germany, and Denmark, are planning a big sales drive with Great Lakes ship owners to replace steam powered vessels with diesels.

The WHITEFISH BAY is launched in Lauzon, Quebec, New 26,500 ton vessel for Canada SS is a sister ship of the MURRAY BAY.

December 1

Tanker ROBERT W. STEWART collides with empty mud scow towed by tug ALPENA in Lake St. Clair near Peach Island. The tanker sustained a four foot hole in the upper bow.

December 2

Tugs freed the Liberian freighter ARIE H. from a sandbar in the Seaway near Massena. Traffic was blocked for 15 hours.

December 4

Customs collections for the port of Milwaukee dipped 8% during the 1960 foreign shipping season, the first such drop since World War II.

USS HENRY B. WILSON built in Bay City arrives in Boston. Japan will enter Great Lakes shipping in 1961 on a full scale and expand operations that have carried its ships only to Detroit. During 1961 the ships will also call at western Great Lakes ports.

December 6

FRANCISCO MORAZAN becomes a ghost ship as high wind and waves prevent any salvage work.

December 7

John T. Arbter is named fleet engineer of Columbia Transportation Division.

December 9

Salvage operation on the MORAZAN resume and cargo is being unloaded into salvage barges at about eight tons per hour.

December 9

Canadian grain carrier sends out distress signal from a point 170 out in Lake Superior from Sault Ste. Marie. STARBELLE radioed it had sprung two vertical cracks forward in its hull. Coast Guard tug NAUGATUCK is dispatched to help the ship.

December 10

STARBELLE limps into port at Sault Ste. Marie. Vertical cracks each 18 inches long and about an inch wide were opened above the waterline on both sides of the ship. Her deck was ripped for three feet.

New York firm of A. S. Wikstrom, Inc. is apparent low bidder for demolition of the old Poe Lock at the Soo and for the first stage building of a giant successor.

JOHN O. McKELLAR of the Scott Steamship Company reports, upon arrival at the Soo, that they also suffered a cracked deck plate in the same storm that roughed up the STARBELLE.

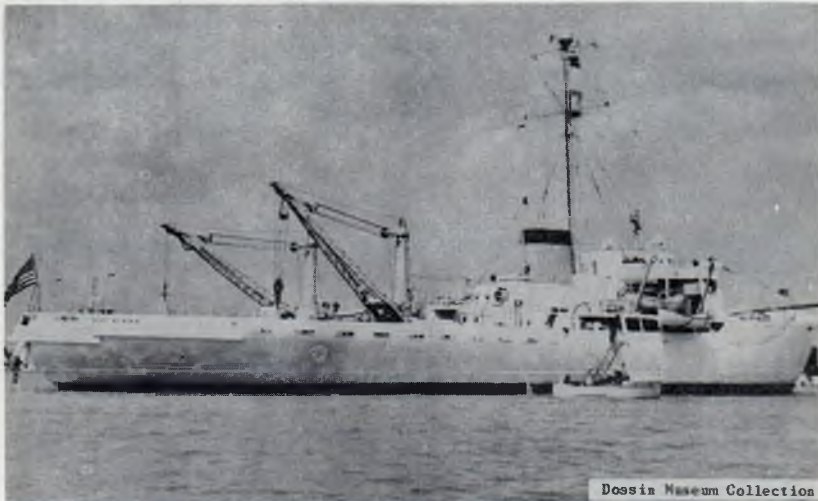
Salvage crew gives up on the MORAZAN with the comment, "it looks hopeless."

December 14

STARBELLE leaves Sault Ste. Marie after temporary repairs are completed.

December 24

Cutter MACKINAW leaves Cheboygan for the lower Detroit River to break a serious ice jam to help ice trapped freighters that serve Detroit industry.



The Coast Guard icebreaker MACKINAW

December 28

Submarine USS SABLEFISH is to return to Milwaukee in the summer of 1961 to be used for navy reserve training. She is also expected to make stops at Chicago, Detroit, and Cleveland.

January 11

The three million net ton mark was passed by the Ford Fleet last year for the first time in the fleet's history. Each vessel, the BENSON, WILLIAM CLAY, and HENRY FORD II, carried more than a million tons of raw materials to the Rouge plant. The total amounted to 3,306,000 net tons for the three ships. The BENSON FORD made 89 trips, leading the HENRY FORD II with 73, and the WILLIAM CLAY FORD with 55. The total miles operated by the three was 147,319.

Lost Vessel

ITHAKA (a, FRANK A. AUGSBURY; b, GRANBY; c, PARITA II; d, VALBRUNA; e, LAWRENCECLIFFE HALL; f, FEDERAL EXPLORER)

On a voyage, Churchill, Ontario, for Rankin Inlet, Hudson Bay, she went aground 10 miles East of Churchill Sept. 14, 1960, anchors failed to take hold and she became a total loss. Owned by Ithaka Shipping Company, Ltd., Nassau, B.W.I.

(see TELESCOPE November 1960 Marine News)

The Stork Race

from
"Tales of the Sand Merchant"
by R.H. Davison

Speeding from Put-in-Bay to Detroit, Friday, June 19, 1915, the sidewheeler Frank E. Kirby, of the Ashley & Dustin Steamer Line, was distanced in a race with the stork.

Few of those aboard, except Captain Fred M. Pauls, master of the steamer, realized that the swift ship was making a heroic effort to win a race. It was not until after the vessel had docked at the foot of First street that Captain Pauls learned that the Stork had arrived several hours earlier.

The Kirby was given a noisy welcome by all the vessels in the vicinity. Whistles and fog horns were blown loud and long. Flags were hoisted over the Ashley & Dustin offices in holiday fashion as the Kirby pulled up to her dock nearly one hour ahead of schedule.

The ovation was intended for Captain Pauls, the youthful master of the Kirby, who had just become the proud father of a bouncing eleven pound baby boy.

It is said the wheels of the Kirby have not turned so fast since 1898 when Captain A.J. Fox pitted the Kirby against the City of Erie. It was then that the Kirby ran from Detroit to Put-in-Bay in two and one-quarter hours, and established her reputation as "The Flyer of the Lakes".

The boy is Captain Pauls first child. O.S. Dustin, general passenger agent of the line, said the captain is already making plans to have his son trained to qualify as a shipmaster.

The Kirby made the run back to Sandusky Friday night with all flags flying. On the way down river, Captain Pauls gave every vessel he passed a salute. A baby's highchair had been placed at the captain's dinner table, and it was noted that all the crew members were smoking good cigars.

 OUTLINE MAP OF THE GREAT LAKES

Size: 35" x 48" over all

Actual map: 34" x 47"

Paper: 100 pound white wove

Printed by offset method

Details shown: Only the outlines of the Great Lakes and St. Lawrence River to Montreal. Hudson River to New York and other major New York water ways.

Just the thing for recording data on specific subjects: wrecks, lighthouses, ports, trade routes, early settlements, missions, trading posts, forts, Indian portage routes, trails and villages, and many other items. Construct your own map and eliminate everything not pertinent to your own subject. Make your own picture map of the region, or a beautiful wall decoration for your den. Will take all colors except oils. Mounted over cork or celotex can be used with map pins for treating variable data. All canals indicated and labeled. State and national boundaries shown in light dotted lines.

Order Now

1	-	\$1.50	each	<u>plus postage and packaging.</u>				
2	-	\$1.25	each	"	"	"	"	"
3 to 5	-	\$1.00	each	<u>plus postage and packaging.</u>				
6 to 10-		\$.85	"	"	"	"	"	"
11 to 24-		\$.75	"	"	"	"	"	"
25 or more		\$.50	"	"	"	"	"	"

The GREAT LAKES MARITIME INSTITUTE
 Dossin Great Lakes Museum
 Belle Isle, Detroit 7, Michigan

 PORTFOLIO: 17th and 18th CENTURY CHARTS OF THE GREAT LAKES REGION

The Great Lakes Maritime Institute is proud to offer these portfolios to members. These are excellent reproductions of the original charts in the Detroit Historical Museum, printed on 10"x14", 70 lb. antique wove, ivory paper in dark brown ink. The lower righthand corner has printed data concerning each chart, but this does not detract from the framing of the charts since there is ample border around each.

These charts will make fine groupings for living room or den. The portfolio contains 4 charts of the following years: 1650, 1696, 1744, and 1775. They are available from the Institute at \$2.00 per portfolio, plus 40¢ postage.

Sixty Years of Shipbuilding tells the story of the development of the Great Lakes ore carrier from its beginnings to the present time; it covers the period from 1895 to the present with special emphasis, for it was during those years that its author, the late Mr. Dwight True, was engaged in the design and building of Great Lakes Ships. Mr. True left Great Lakes Engineering Works, in the early fifties, after being employed there for half a century. When he retired, he had attained the position of Head Naval Architect at the works. The book is well illustrated, and is unsurpassed in telling the story of the development of the Great Lakes Freighter.

Most Institute members are already familiar with this excellent forty-four page booklet, which covers the highlights of the Dossin Museum's collection. Prepared by Mr. Gordon P. Bugbee, this booklet includes over seventy photographs of paintings, models, and other exhibit items in the Museum.

seen Detroit and...
The fifty-four miles...
ates. The KIRBY was named for...
and was built by the Detroit Dry Dock Co...
otte in 1890 for the Ashley and Dustin Line...
ved these owners on the Detroit, Put-in-Bay and...
y route for almost thirty years. Succeeded by...
after World War I and operated between Detroit...
ngsville as the SILVER SPRAY and then between...
nd Port Dover as the DOVER. Fire destroyed the...
ldwheeler at Ecorse, in 1932. Dr. Frederick W...
uilt this model from plans furnished by the late...
Shipbuilding Company and was assisted by the late...
Oliver S. Dustin on a number of points. The "walk-
beam" model of her Fletcher engine is powered by...
ctricity.

Welcome Aboard



al facility. It is the...
e Great Lakes designed...
exhibit.
uggestions. Thank you

AGARA
from British guns, Perry transfer
a small boat from the disabled LAW
brig NIAGARA. The NIAGARA was stil
n held back from the battle. Casual
age brought the British fleet to surr
ported, "We have met the enemy and
o ships, two brigs, one schooner and
of Lake Erie enabled the Americans
which General Hull had surrendered to
se year before. The Rush-Bagot Treat
the long peace continuing to this day
ad borders of the United States and Can
ar the NIAGARA sank at Erie; twice res
she has now deteriorated so much
her preservation would be prohibitive.

T. Wing

Historical Society
the year when the
she was a three-
Sixty Years of Shipbuilding.....\$1.
Dossin Museum Guide Book......75

These publications available by writing
to the Institute Office.



H.
59. 21
REKOWN
The REKOWN was the first American tanker upon the Great
Lakes. She was built in 1912 at Lorain for the Stan-
dard Oil Company, then of New York. She has tanks
in her hold capable of carrying 3000 barrels of bulk
oil. Her owners renamed her REK in 1955 to Cleveland
the ship her present name, REK to the Institute Office.
373 feet of length, 52 feet beam

...and her
useum.
... was the J.T.
... more people tread her deck
... boat. Then finally when she had
... her allotted days, she finished her
... a blaze of fiery glory.

Telescope

GREAT LAKES MARITIME INSTITUTE, INC.

THE GREAT LAKES MARITIME INSTITUTE WAS ORGANIZED IN 1952 AS THE GREAT LAKES MODEL SHIPBUILDERS' GUILD. ITS PRIMARY PURPOSE AT THAT TIME WAS THE PROMOTION OF THE BUILDING OF MODELS OF GREAT LAKES VESSELS. SINCE THEN THE ORGANIZATION'S SCOPE OF INTEREST HAS BEEN WIDENED CONSIDERABLY, AND THE MONTHLY PUBLICATION TELESCOPE INCLUDES ARTICLES ON HISTORY, SALVAGE, CURRENT NEWS, AND MODEL BUILDING AS WELL. THE BUILDING OF MODELS REMAIN ONE OF THE MAIN PROJECTS OF THE INSTITUTE, AND THE ORGANIZATION HAS CREATED THE LARGEST COLLECTION OF GREAT LAKES SCALE MODELS. THE OFFICE OF THE INSTITUTE IS LOCATED AT THE DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN. THE INSTITUTE IS INCORPORATED AS AN ORGANIZATION FOR NO PROFIT UNDER THE LAWS OF THE STATE OF MICHIGAN. NO MEMBER RECEIVES ANY REMUNERATION FOR SERVICES RENDERED. DONATIONS TO THE INSTITUTE HAVE BEEN RULED DEDUCTIBLE BY THE INTERNAL REVENUE SERVICE.

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MEETINGS

As announced in the December issue of TELESCOPE, our January meeting will be held at the Dossin Great Lakes Museum at 8:00 P.M., Friday, January 27th.

The program will feature a talk by Capt. Bill Cowles; "All in a Great Lakes Shipping Season". Refreshments to follow.

Our February meeting is scheduled for February 24th. This will be a business meeting only, and all officers and directors are expected to be present; members and their guests are welcome as always. Dossin Museum 8:00 P.M.