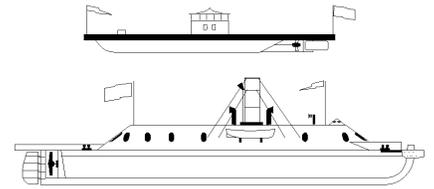


# Hampton Roads Ship Model Society

# Logbook



No. 287

WWW.HRSMS.ORG

MAY, 2010

## From The Bridge



On April 24<sup>th</sup>, I had the pleasure of attending the 28<sup>th</sup> annual Northeast Ship Model Conference in New London Connecticut. The Conference started out as a joint meeting between seven Northern Ship Model Clubs and has grown over the years to a fairly large Conference. This year, the Conference was hosted by Philadelphia Ship Model Society and they did an excellent of planning and executing the day's events. The Conference started out in the exhibition hall where approximately a dozen vendors were set up. The vendors sold wood, kits, books, laser cutting and tools. In the center of the hall were over 60 ship models on display representing all era's of ships. This was a competition as each of the seven clubs provided a judge. In addition, the participants voted on the people's choice award. I was really impressed by these models. The Northern Clubs definitely have some talented ship modelers as members.

The remainder of the day included four 30 minute demonstration sessions , a buffet lunch and Dan Parisner as the guest speaker discussing the US Brig-of-War Oneida. It was a really good Conference and the Philadelphia Club is to be commended for all of their hard work in hosting the Conference.

At the Conference, I met Chuck Passaro, the designer of the Model Shipways kit Brig Syren. Chuck had on display his prototype of the Confederacy, a kit that he is designing for Model Shipways. You can tell that it is going to be a popular kit in Model Shipways lineup.

I want to thank Graham Horne for his presentation on the Warrant 1782-83 and Heinz Schiller for his photo presentation on building miniature ship models at the last meeting.

See everyone Saturday.  
Ryland

## MEETING NOTICE

**Date:** Saturday May 8, 2010  
**Place:** Mariners' Museum  
**Time:** 1400 Hours

## Mystery Photo



Mystery Photo #286: The last time I saw something worked over as completely as someone worked over this Mystery Photo, Roberto Duran was crying' "No Mas, No Mas!" Sugar Ray has nothing on our editor. I count four places where he tattooed over identifying marks and at least two possible spots. He got the name boards on the bridge in two places, the logo at the bow, the same along the side at the waist, and possibly the flag and the stack were washed over too. The only marking of any sort is found down in the bottom right hand corner and it's a copyright symbol followed by what appears to read "MH3," but it could read "MHS." What do you suppose that means? It's also curious that the editor found it necessary to tell us that Tim Wood supplied the image. That in itself is a giant clue—that is, if you know anything about Tim. Who wants to bet that both clues are key to unlocking this mystery? If I find another blotted our marking, I'm calling for a Bobby and a cut man. Well, so much for easy identification. Maybe if I hum a little tune something will come to mind; how about..."I was sailing along, on Moonlight bay..."

At this writing only one response was received for this super clean and clear image documenting a passenger steamer or maybe an excursion boat—excellent modeling opportunity, by the way. This gutsy player is none other than the Bull Islander who provided the conclusive proof of the snorkel testing device from MP #280, a man named Ken McFetridge. He made it his mission this month to try and identify the vessel.

Ken feels that our Mystery vessel is "a classic Chesapeake excursion boat – probably the *S.S. Emma Giles* after being converted from its original side-wheel configuration to a dual screw configuration – looks like a 1916 or so photo by the folks on the upper decks." Not to shabby for someone new to this game and an Air Force man, but not exactly right either as you will see. He admitted in a later reply that his first guess was not quite right and would keep looking. I think he struck out as he never updated his last reply, but he did send along some interesting data on a bay steamer from the Old Bay Line named *City of Richmond* that tells the story of the foggy night she rammed and sunk her sister ship *City of Annapolis* in the upper Bay. Nice read; nice images.

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Mystery Photo

With no other brave souls playing it was up to this writer to see if the mystery could be solved. Sometimes, familiarity with club members is my biggest asset when it comes to solving these mysteries. Everyone but Bull Island Ken knows that Tim hails from the Great State of Michigan—home of (I'm told this, so bear with me) fast women and hockey players. And one of the things those hockey players like to do is get away from the big cities, like Detroit, and spend the day or a weekend at an amusement park or a picnic ground or a resort. They got there primarily by booking excursion space on day steamers as the trips were usually no more than several hours in duration. Excursion steamers provided a place to sit, some form of refreshment, and often dancing. They didn't provide overnight accommodations; hence the term "excursion." A vessel like our Mystery is more likely classified an excursion boat than a passenger steamer due to the large veranda style decks and general open feeling to her design. So the logical thing would be to search for excursion

organization named Michigan Historical Society. Boy was that wrong!

If Flicker could give me our Mystery Photo, what could a trip to MHSD provide? A lot, as it turns out. For starters the same image is there and credited to a photographer named William Taylor. Again, looking at the un-doctored image we can see that he was good at his craft. We also find a longer caption that provides some detail about the vessel:

"Lake Excursion Passenger Steamer built in 1911 by the Detroit Ship Building Co., Wyandotte, Michigan as Hull # 186. Launched March 25, 1911 for the Ashley & Dustin Steamer Line, Detroit, Mich. 240' loa x 46' width 17'4" depth; 1182 GRT, 731 NRT. Powered by a 2950 ihp four cylinder triple expansion steam engine and four coal-fired Scotch boilers. Built for the run between Detroit and Sandusky, Ohio with stops at Put-In-Bay at South Bass Island and Cedar Point, Ohio. In 1949 she was sold for the run from Detroit to Port Huron, Michigan with stops along the way."

Our Mystery vessel named for Put-in Bay? What is Put-in-Bay?



"Put-in-Bay is a village located on South Bass Island in Put-in-Bay Township, Ottawa County, Ohio, United States." The island is in Lake Erie just north of Sandusky and Port Clinton. "Many believe that the name originates from some early maps of South Bass Island that showed the harbor being named Pudding Bay, probably because it was shaped like a pudding sack." Ah, how the English do love their puddings! "The population was 128 at the 2000 census. The village played a significant role in the War of 1812 as the location of the squadron of U.S. naval commander Oliver Hazard Perry, who sailed from the port on September 10, 1813 to engage a British squadron just north of the island in the Battle of Lake Erie. The village is a popular summer resort and recreational destination. Ferry service provided by the Jet Express and Miller Boat Line connects it with Catawba Island, Kelleys Island, Port Clinton, and Sandusky, Ohio."

steamers in and around the Great lakes. And that is exactly what I did.

After many creative searches using the Google search engine, I finally got a hit with a search titled "Lake Michigan excursion steamer;" and, just like that, up popped a Flickr site that used our Mystery Photo for its thumbnail. The un-doctored image reveals the excursion steamer *S.S. Put-In-Bay*. The tattooed circular logo at the bow contains the letters "AD" which stand for the Ashley and Dustin Line which operated excursion steamers out of Detroit, Michigan. An accompanying photo caption reads: "Just cruising along on moonlight bay" and the photograph is copyrighted to The Marine Historical Society of Detroit (MHSD). Discovering what the copyright really stood for somewhat floored me as I had been using the "MH3/MHS" clue to search for excursion vessels against what I reasoned to be a site founded for an or-

An unrelated but totally interesting feature of the island is a very unusual summer cottage—an entire bow section of a lake freighter. "The cabin of the freighter *Benson Ford* was delivered to South Bass Island July 18, 1986. The entire forward superstructure including the forecastle deck has been converted to a summer home and is located on the west shore, several hundred feet north of the state park."

It's sort of fitting and very timely that Tim supplies this photograph so closely on the heels of Bob Comet's To Build a Ship Model program feature parts 1 and 2 of *USS Niagara*. It's that "small world, 6-degree" thing!

"June 17, 1911" was the date of *Put-in-Bay's* maiden voyage and at that time she became the "Queen of the River" as "the biggest excursion boat yet built for Detroit River service." These remarks are debatable as the ship specifications

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Mystery Photo

don't support the argument—we must be talking paying passengers here! Nevertheless, the new vessel was an immediate hit with passengers. She along with several other excursion steamers like the older, Frank E. Kirby designed *Tashmoo* often raced each other to the delight of their passengers for pseudo bragging rights as the fastest steamer. These steamers plied the waters of Lake Erie for many years from somewhere around 1900 until the immediate post war era. At that time with improved highways and the rise of the automobile this form of transportation saw a serious and almost immediate decline.



It's not clear from my research who designed *Put-in-Bay*. The more official documentation that I found does not list her designer, but a photo caption on one website claims that she was designed by the previously mentioned naval architect Frank E. Kirby (July 1, 1849-August 25, 1929). Kirby was a prolific and well respected designer of Great Lake steamers. His published body of work lists steamers like *SS Tashmoo*, *SS Canadiana*, the still extant *SS Columbia* (which happens to be very, very similar to our Mystery vessel), and the more familiar *SS SeeandBee*. His entry in Wikipedia lists 10 vessels but not *Put-in-Bay* and several others he is known to have designed. Perhaps Tim knows who the designer is; if not, it's time to review old volumes of Marine Engineering and Shipping Age in the Mariners' Museum Library again.

A fairly recent article written by Don Lochbiler that appeared in the Detroit News on March 3, 2000 describes the horrific end to *Put-in-Bay*.

"Despite an early drizzle, the Ashley & Dustin Line dock at the foot of first Street was crowded with spectators as invited guests began to arrive for the trip. Detroit Mayor William B. Thompson headed a large delegation of civic leaders.

From the vessel's bridge, high above the dock, Capt. A.J. Fox saluted the arriving VIP's. George Finzel, a longtime favorite band leader among pleasure-seekers on the river, rapped his baton and the ship's orchestra blared forth a gay rendition of "On Moonlight Bay." Music master: Orchestra leader George Finzel never missed a sailing of the *Put-in-Bay* -- except the last.

Over the years, the tune became the ship's trademark.

### NAUTICAL TERM

**Moonraker** The highest sail on a square-rigger's mast, in the days of clipper ships.

Submitted By: Tim Wood

Most of the nearly 1,000 passengers who trooped aboard paid 75 cents for the round trip, but some smart travelers made it on soap wrappers. The Queen Anne Soap Co. advertised in The Detroit News that customers could exchange 75 queen's heads cut from the soap wrappers for a ticket.

Before the *Put-in-Bay* left the dock, excursionists swarmed over the decks, exploring accommodations that were unique on a day cruise ship in 1911.

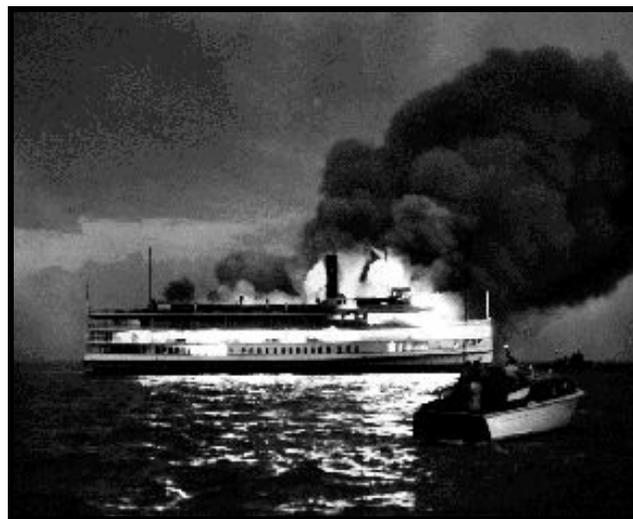
On the main deck, murals in the cabins and dining room were much admired. But the biggest attraction was the ballroom on the promenade deck.

America was dance-mad in 1911. Oldsters shook heads when young folks jilted the stately waltz, but in 1911 there was something even newer -- ragtime. And it wasn't just the teen-agers who seemingly had gone crazy. As the No. 1 hit tune of the year put it, "Everybody's Doin' It Now."

Oliver S. Dustin, general manager of the Ashley & Dustin Line, saw the way the winds of the new decade were blowing. He wanted a dancing ship. He got it too, in the *Put-in-Bay*. The central portion of the promenade deck was devoted to the ballroom. On a ship that measured 240 feet from bow to stern and 60 feet across the beam, that was a lot of dance floor. Dustin also arranged for sliding glass doors around the dance area. It could be shut off from stormy winds without impairing the dancers' view.

Many passengers went no further than the ballroom, but those who climbed higher were well rewarded. The observation deck had a luxurious cabin and private parlors. The hurricane deck offered steamer chairs, and just as on ocean liners passengers could reserve chairs for use throughout the voyage.

As *Put-in-Bay*, Ohio, the greeting for the town's namesake ship was tumultuous. Most of the island's population came aboard to see the steamer's wonders. They crowded



Fiery end: The *Put-in-Bay* was sold for scrap in 1953, towed into Lake St. Clair and burned so its steel hull could be recycled.

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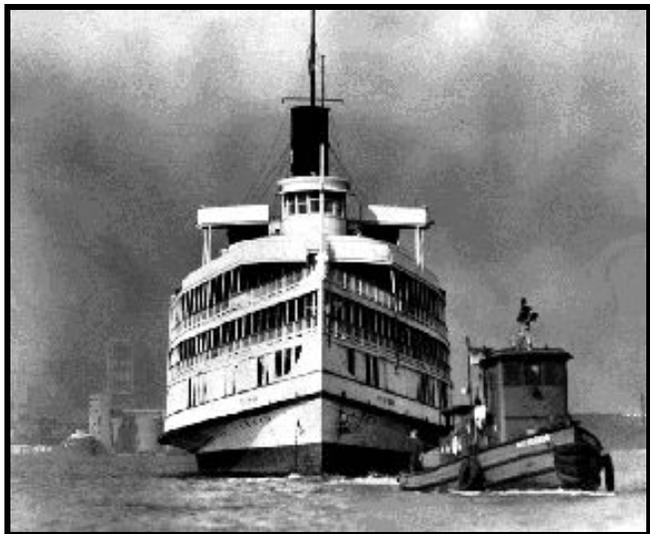


Mystery Photo

into the ballroom for a ceremony at which the island board of trade presented colors for the vessel.

The rival: The Tashmoo went into service 10 years before Put-in-Bay and competed for its passengers.

On the return trip, another innovation kept passengers from being bored. This was a giant search-light which



made objects along the shore stand out "plain as sunlight."

As the Put-in-Bay gathered coronation-week plaudits in this brave new world, one grand lady of Detroit noticeably was silent. The flagship of the rival White Star Line, the Tashmoo, had reigned as queen of the river for 10 years, and she was not disposed to lightly give up her crown to the newer and larger steamer.

Their regular runs kept them apart. The Tashmoo headed upstream to the St. Clair Flats and Port Huron, while the Put-in-Bay was going down to Lake Erie. But the craze for dancing soon made moonlight trips popular, and the big excursion boats began sailing nightly on dancing cruises up into Lake St. Clair and back.

Fiery end: The Put-in-Bay was sold for scrap in 1953, towed into Lake St. Clair and burned so its steel hull could be recycled.

Whenever the Put-in-Bay and the Tashmoo found themselves on the river together there would be a competitive sprint. They never had a formal race to a decision, however.

Among the day excursion boats, the Put-in-Bay never was surpassed. Nor was the record set by the bandmaster of the maiden voyage, George Finzel, ever surpassed. He continued as the orchestra leader on the Put-in-Bay throughout the ship's career on the river, and he never missed a sailing.

Never, that is, until Oct. 3, 1952, when he kept a last rendezvous with the Put-in-Bay. This time he had to stay on shore, but he watched with a lump in his throat as the superstructure was set on fire in Lake St. Clair and the once-proud steamer went up in 150-foot flames, in preparation for the steel hull being dismantled for junk.

Finzel provided the requiem for the Put-in-Bay's last trip, too. He didn't have an orchestra handy, but he still could whistle. The tune he whistled, of course, was "On Moonlight Bay."

The task of setting the torch to the old steamer fell to a veteran of the Detroit River, Capt. Frank Becker. As his tug picked up the Put-in-Bay at the foot of Mt. Elliot and brought her to Lake St. Clair, Capt. Becker reviewed many memories.

"My phone rang at 4 a.m. on the day before I was supposed to do the job," Becker later recalled. "It was a woman, not anyone I knew, and she was crying.

"She said, 'Are you really going to burn the Put-in-Bay?' I remembered George Finzel playing the piano and all those kids dancing and having a good time.

"I really felt sad about the job I had to do, and soon I was crying too."

A sad end to a great steamer...

At the end of this investigation I took another look at the un-doctored image and you know what? There on the lower bow right just aft the anchor at the waterline, as plain as day, is another marked out instance of the vessel's name. But after writing about this fine vessel and its unjust end I have no more fight left, I think I'll skip the Bobby and the cut man.

If you'd like to become a member of MHSD see the info below.

John Cheevers

By Mail:

Please make your check for \$30.00 payable in U.S. funds to:

**The Marine Historical Society of Detroit**

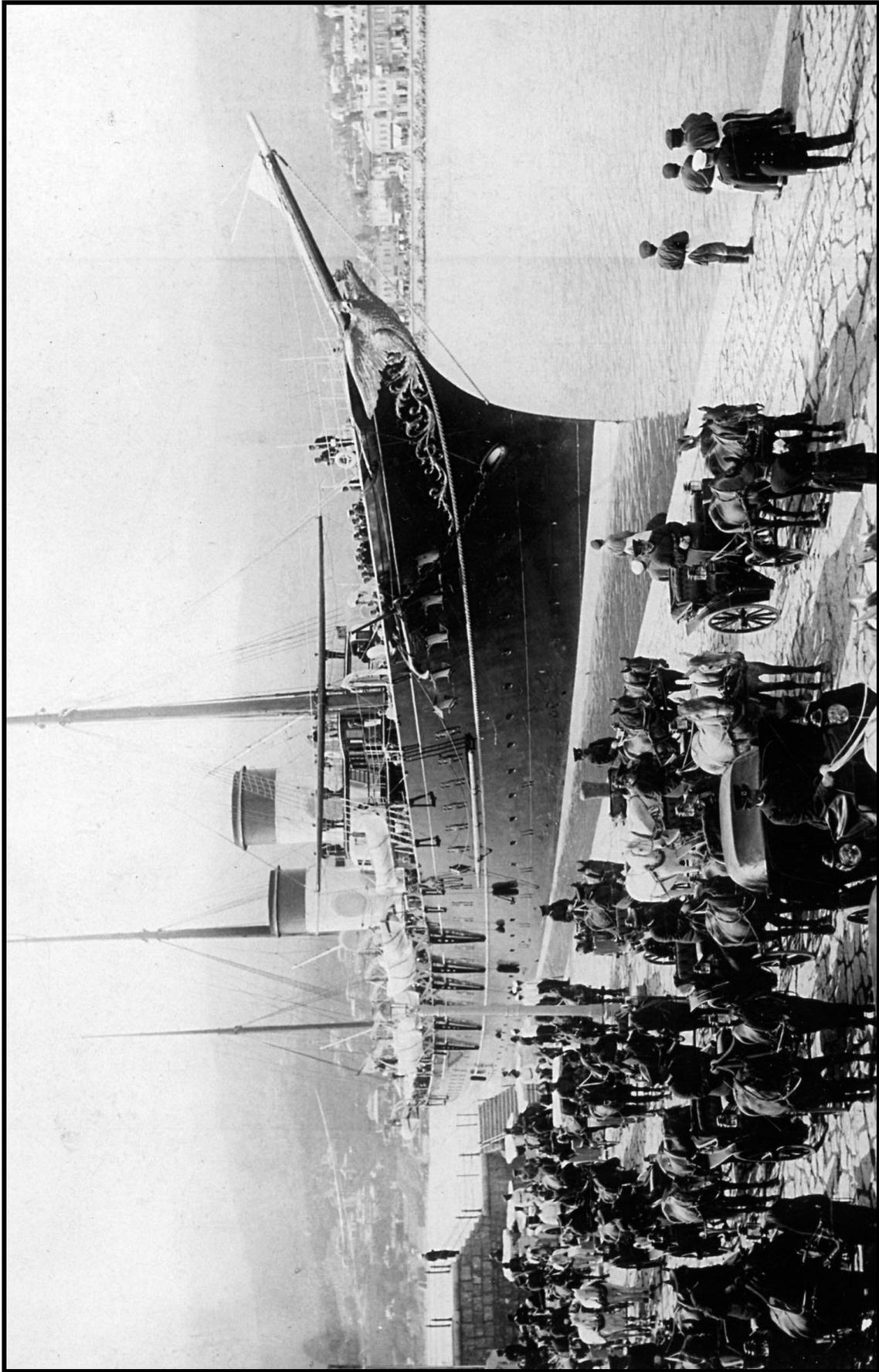
Mail to:

Robert T. Pocotte, Treasurer

Department W

606 Laurel Ave.

Port Clinton, Ohio 43452



## **Mystery Photo**

Contact John Cheevers by mail, e-mail or telephone if you know what it is.

[jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)

## NOTABLE EVENTS

### MAY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Bob Comet

### JUNE

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: George Livingston

### JULY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "The Nemi Ships", Ron Lewis

### AUGUST

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBD

### SEPTEMBER

- 11 **HRSMS** Monthly Meeting, Picnic, NN Park  
19 Talk Like a Pirate Day

### OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Ryland Craze  
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

### NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tony Clayton

### DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers

### JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers

### FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Len Wine (757) 566-8597  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Chaplain: Alan Frazer (757) 867-7666

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
April 10, 2010  
Mariners' Museum  
Guests: Marvin Pastel 2<sup>nd</sup> mtg., Marvin Pastel Jr.

The meeting was called to order by the Skipper, Ryland Craze, at 1407 hours. The Skipper recognized our guests and had the talk about their current project, an 1801 schooner. There were no corrections to the minutes. Eric Harfst gave the Purser's report and a detailed accounting of the banquet attendance and financial details of the event.

Old Business: Tim Woods expressed thanks to those who worked behind the scenes to coordinate the banquet.

New Business: Bill Clarke noted the death of Helen Bryant, the widow of Marvin Bryant, one of the founding members of the HRSMS. Alan Frazer asked about name tags for functions such as the banquet. There was some interest expressed in new shirts for the society. It was noted that Len Wine had previously handled the procurement of the items. The Skipper said that he would look into the matter.

Show & Tell: Dave Baker showed the books, Ship Models for the Military and Norman Friedman's book on British Destroyers. Heinz Schiller showed his 1:200 Grobe Yacht. Bob Comet showed a kit of a Chesapeake deadrise sailing skiff, given to him by Bill Koger. The kit was auctioned off at the meeting with proceeds going to the HRSMS. Marvin Pastel showed his model of a 1801 sloop. Tim Wood showed a WWII parachute rigging kit used by his father. Ryland Craze auctioned three jeweler's hand vises and donated the proceeds to the Society. Henry Schekulin opened a discussion about drafting linen for use as sailcloth.

The meeting was adjourned to the presentation, "The Warrant 1782 - 83", by Graham Horne.

## THE ANSWER

The answer to Mystery Photo 286:  
SS Put-In-Bay  
Thanks to Tim Wood for the submission

**Your Articles Are Wanted**