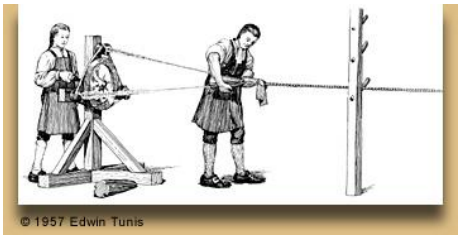


While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969). Used by permission of the estate of Edwin Tunis.

Ropewalk

The Newsletter for
Shipwrights of Ohio - April 2021
Next Meeting: May 15, 2021
"Sail Making" – Jack Bowers

Table of Contents

April 2021

Notice: The library is still closed to meetings, so this newsletter and our monthly Zoom meetings will continue to be your primary contact. With the vaccine program roll-out for the general public, we can see a light at the end of this tunnel. Be are thankful for all those on the front lines, serving and protecting us during this pandemic.

Take care of yourself and your families. Schedule and get you COVID-19 vaccine and also look to those you know who may need help or are lonely and need human contact in this time of isolation. God bless.

Your editor.

April Meeting

We zoomed again and had 12 who participated. It must have been The Ohio State University" spring game that kept most of you pre-occupied. Mike and Jane Benefield joined us from St. Louis.

Web Master

Have you visited our web site lately? John Boeck (boxlink@aol.com) has converted our web site into a very professional site. If you missed our meeting, you can view the presentation on the web site under the "Media" page.

If you have not acted on your model ship photos on the web site, contact Alan Phelps (arphelps44@gmail.com) to determine what needs to be done to replace the "fuzzy" pictures of your models. If the photos of your models are out-of-focus or you would like to add photos of all your models built, contact Alan for guidance on how to take the best photos and then send them to John with captions including the name of the ship to be included in the "Showcase" page.

Zoom

If you are having trouble setting up a zoom contact or signing in, I encourage you to contact Bob, ***Please***. He can help you to connect. Bob can be reached at (rmains43@gmail.com)

Announcements

NRG Conference 2021

After considerable deliberation, the NRG Board made the difficult decision to cancel the 2021 Conference. The primary factor involved the many attendees that are senior citizens who have high risk factors for contracting COVID or its variants. Therefore, the Board concluded that many individuals would be reluctant to travel to attend the event this Fall.

The Guild has been in contact with the Channel Islands Maritime Museum, and the Board is hopeful that they will be able to hold the 2022 Conference there.

Midwestern Model Ship Contest

The 44th Annual Midwestern Model Ships and Boats Contest will be a Virtual Contest with models judged by photographs submitted by the modeler. The contest is co-sponsored by the NRG and all judges are NRG members who have judged earlier contests at the museum.

The rules, judging criteria, and registration forms are available for downloading from the museum's website. Deadline for entry payment, all digital photos, and papers must be submitted prior to May 1. The judges will supply critiques of each model entered.

There will be a virtual awards ceremony on Saturday, May 15th (time to be announced) and awards will be mailed to the winners after the ceremony.

The web search is:
https://www.wisconsinmaritime.org/programs=an-events/midwestern-model-ship-contest

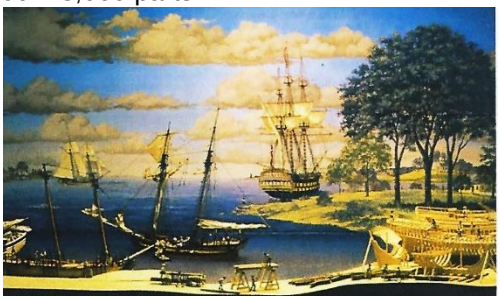
Presentation:

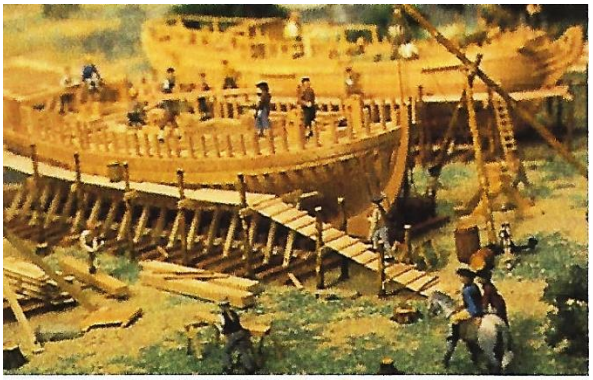
This month’s presentation consisted of two different hull construction methods: “The Hahn POF Method”; and the “Ben Morse POB Method”, both using upside-down construction.

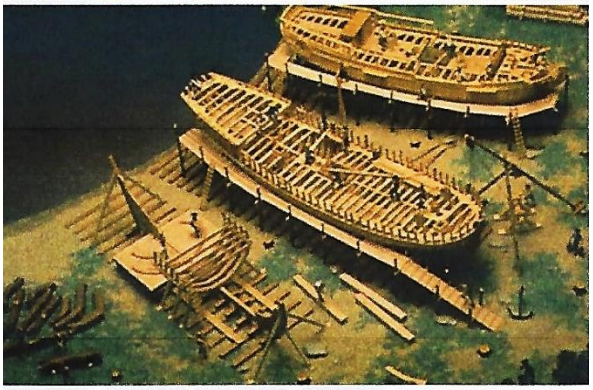
Hahn method

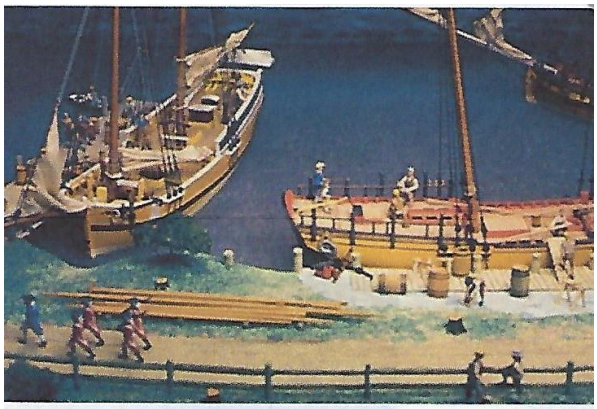
Harold Hahn, a resident of Cleveland, Ohio was born in 1920 and passed in 1912. He was an artist and ship modeler. In the NRJ, Winter 1968 journal, he proposed to build a colonial shipyard from around 1760 and ask for information. He received no useable replies.

The diorama he built would consist of six models, three under construction and three complete. The diorama would be 45” long and 22” wide and the model’s would-be built in scale: 1/8” = 1’. Each model was between 8 & 9: in length and would consist of up to 2,500 – 3,000 parts.









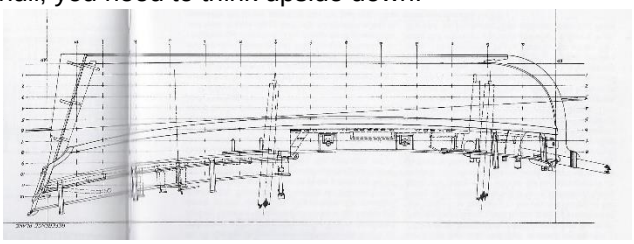
He had to draw his own plans and solve the problem of how to keep the hulls stable while the

planking was applied. In his research, he found in his library a method of holding frames upside down in a jig for planking.

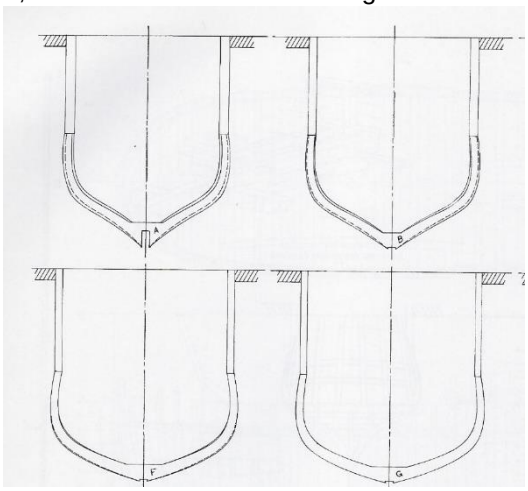
The diorama was sold to the Mariners Museum, Newport News, VA and displayed at the museum.

So, what is the Hahn method? A simple answer – a method to hold frames stable when building a POF (plank-on-frame) model. The more complex answer – a method, including: drawings, designing jigs, building the frames, designing the keel/stem/stern, building a base to build upon, and finally assembling the model’s hull.

When you look at the drawing of the ships hull, you need to think upside down.

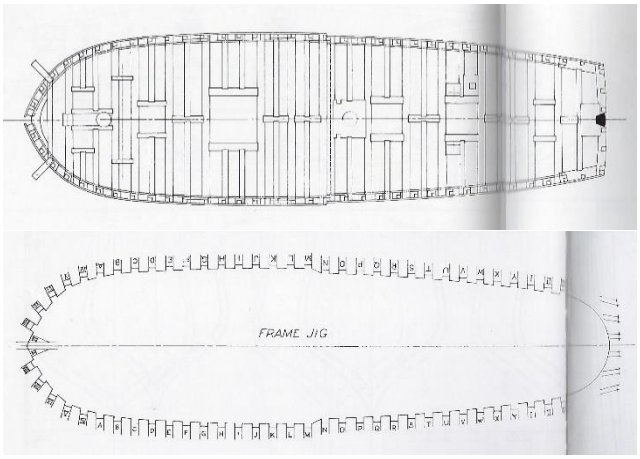


The reference line is at the bottom, or base, and the keel is parallel to the reference line. This makes all frame lengths the same. The space between the bulwarks and the reference line is space, but is included in the drawings of the frames.



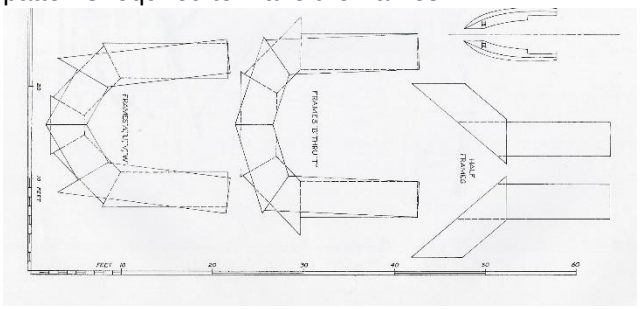
If you look carefully at the frame in the upper left, the top line is the reference line. The frame is drawn darker and the extension from the top of the actual frame to the reference line will become waste. The frame is shown as a cross-section, with the jig shown crosshatched at the top.

A top view of the ship’s hull when framed shows the top of each frame. This is the pattern for the frame jig require to hold the frames perpendicular to the reference plane.

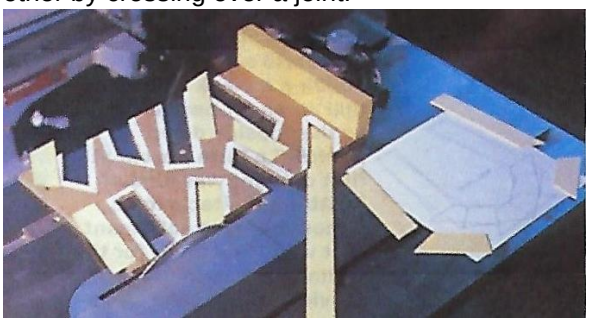


The ends of each frame will fit in the designated slot of the Frame Jig.

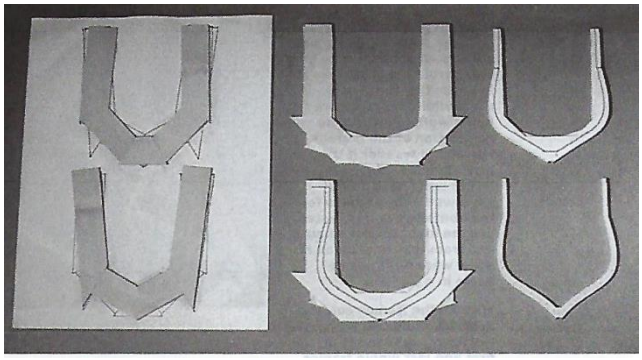
The next step is to draw each frame with extensions. With those drawn, you can determine the patterns required to make the frames.



To build the frames for this model requires three separate patterns. Moving from left to right: The pattern from frames “A’, “U”, “V”, & “W” consists of nine parts. The middle pattern is for frames “B” through “T” and also consist of nine parts. The half-frames on the right consist of four parts. Each frame consists of two layers. Each layer strengthens the other by crossing over a joint.

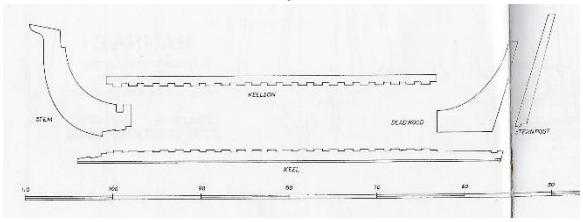


Another jig is required so that each part when cut out is consistent with all the other parts of the same shape. The frame pattern material, for this ship, is 3/16” thick x 7/8” wide. The jig shown above allows all pattern pieces to be consistent.

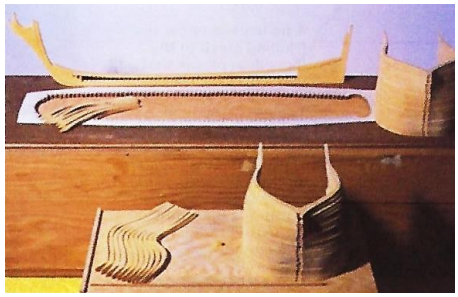


The photo above shows the steps in building a frame.

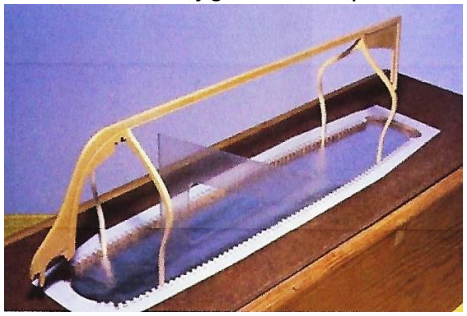
- Layout the pattern,
- glue edges of first layer together,
- glue the second layer on top and let dry,
- glue the paper frame drawing to the pattern,
- rough cut the frame out,
- sand it to final shape.



Above, the keel, stem, stern, deadwood, and keelson can be traced from the drawings and carefully cutout. If you purchase a “timbering kit” from “The Lumberyard” these parts will come as laser cut parts.



The photo above shows the jig, keel/stem/stern assembly and the frames. Below, the first and last full frames are glued to the jig and keel and checked to be perpendicular to the jig reference plane.



Note that the stem & stern posts are not anchored.

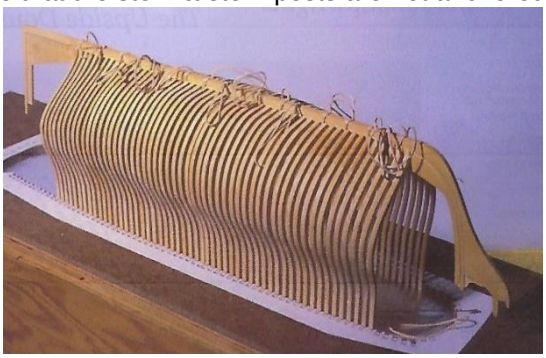
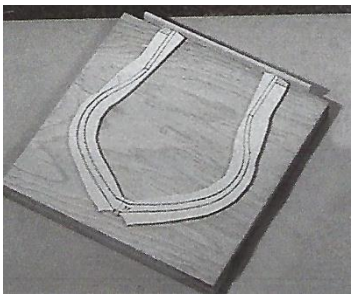


Photo shows all full frames glued in place. The thread line shown is used to hold the frame to the keel until the glue dries.

Two additional useful tools are:



The photo above is the jig used to check the frame blank length for snugness before the frame is cut to size. Note the stopper board at the top and that a small stop for the keel on the lower left

The other tool is a cart to hold the model with a tippable box.



The stand is 12” x 30” x 35” high and on rollers. The box can be tilted forward and backwards. The hole is large so that the building board holding the model can be turned over and access can be gained to the interior of the model before it is decked.

The advantages for the “Hahn Method” are:

- a stable platform for building the hull,
- it is easy to work on the hull when planking and applying trunnels.

The disadvantages are:

- There is a large waste of wood – kindling for your fireplace;
- if the waterline is not parallel to the reference lines, when mounted the frames will no longer be perpendicular the reference plane.

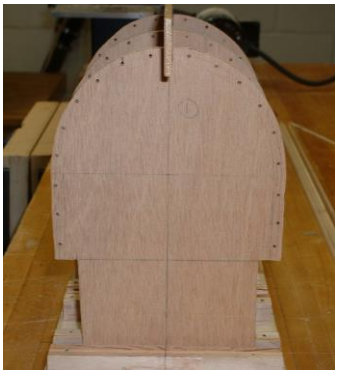
If you are interested in building a colonial period model, check out “The Lumberyard for Model Shipwrights”, Brecksville, Ohio. (www.dlumberyard.com)

Disposable Bulkhead Hull Construction

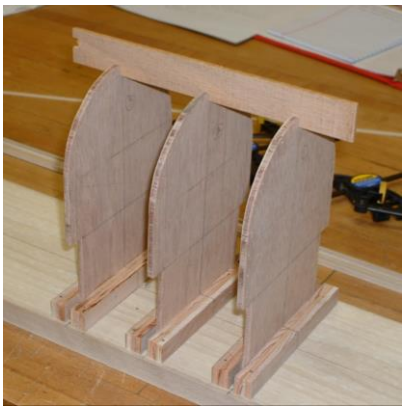
Our second presentation was based upon the work of Ben Morse, one of the founders of our club, and referenced in articles he wrote for “Ship in Scale” magazine. Ben built large R/C models, both sailing and motorized.

I had read the seven articles Ben had written and published, but to understand his method I had to build a prototype of Ben’s building process.

Bens articles used an inverted bulkhead on a base building board, something like a “Hahn Method” for removable POB based models. When he showed the disposable bulkhead in his articles it had nine holes on each side, but he never explains why nine and not five or twelve.



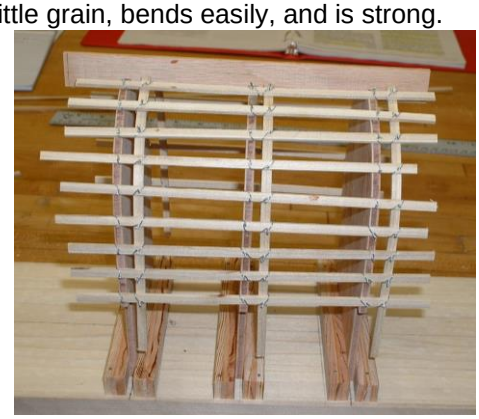
The prototype was built out of 3/8” plywood scrape and is shown above. The keel (top of the bulkhead) is used to align the bulkheads while nailing the bulkhead to the base. Here is a side view.



The holes (9 per side) are used to wire and hold the battens. To answer “why nine” I rigged nine battens on one side and only five on the other. The battens are attached to the bulkheads using wire. (Ben used #12-gauge electrical wire with the insulation removed). Remember: Neither battens or bulkheads are part of the finished hull. Per Ben: “Like teeth, they all come out”.

As seen in the next photo, the wire is inserted through the bulkhead hole and then wrapped around the batten. I used #24-gauge wire.

Ben used Sugar Pine for frames & planking – light, little grain, bends easily, and is strong.



His frame piece (the three vertical wood strips inside the battens and to the right of the bulkhead) are wired to the battens. A plank is fitted and then epoxy to the frame pieces and trunnel applied.

,

This photo shows the planking with two battens removed. When the hull was completely planked, Ben would fill in the rough spots with body putty then fair the hull using a belt sander. He would then remove the bulkheads and cut any remaining wire wraps. The end results were a smooth exterior

and an interior that looked like a porcupine. He would scrape and sand the interior smooth. Ben would then Epoxy the interior to make it waterproof and thus provide an open hull for R/C gear and ballast.
The nine battens, versus five, provided a smoother curve to the hull.

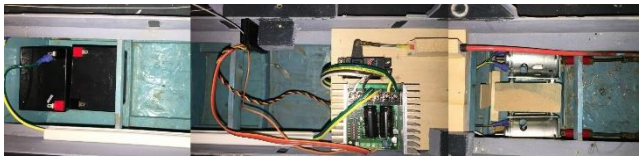
Ships on Deck:

The following is what your fellow craftsman have been doing during their isolation. I encourage each of you to share photos of your works in process, what you have completed in the past, and what you plan to work on in the future. Send it to your editor in jpeg format with a short write up.

USS Robert L Wilson DD-847

Steve Keller

Equipping the hull with R/C equipment. The *Robert L Wilson* is a Gearing-class destroyer from WW II.



USS Constitution

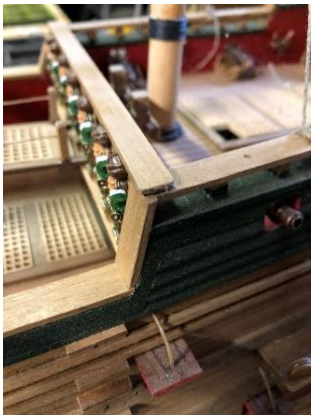
Steve Keller

The aft four cannons are rigged in a stowed position.

Wappon Von Hamburg

Darrell Markijohn

A Corel Kit that he picked up partial complete. The bow and particularly the stem was completely wrong. Darrell decided to do some major reconstructive surgery, and the photos he sent portray that work. He plans to completely remast the ship, and re-do the rails. The ornamentation is wrong, and he has noticed serious errors in the stern. The planking on the hull is pretty good



Red Jacket

Stan Ross

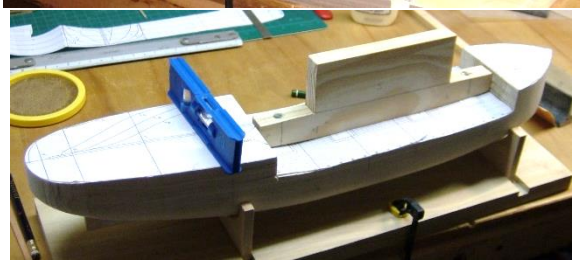
BlueJacket kit.

- Below, in the left photo: Hull, main deck and interior of bulwarks, waterways are done;
- Right photo: Stan has started building the deck houses - to relieve the boredom of sanding hull.


Minnie E. Kelton

Bill Nyberg

I have finished sanding the hull and am now building and fitting the working stand for the hull.

Odds and Ends

Ohio Cornfield Ships

I have always wondered where the skills of a shipwright came from to build the sailing vessels on the Great Lakes in the late 1700’s and early 1800’s. The following is from the July 1949, Nautical Research Journal, Vol 1, #3.

“It was after the Revolutionary War and at the turn of the century that several migrations of New Englanders moved westward, rebelling against the hard life of off-shore fishing and coasting where three out of every five men wrested a living from the sea. It was about this period that the stony farmlands began to play out and stories of the fantastic yields of 18-inch western corn became known to our forefathers.

In waves they moved overland to the Ohio district, taking bag and baggage with them. But from the minds of these two-fisted, God-fearing men and hardworking women the call of the sea could not be erased, therefore, there must have been many a log-book, package of sailor’s letters and models of beloved vessels carried along with them on their long journey.

After they had taken a last look through the old homestead, visited the church where they were married, the graveyard in which their parents were buried and heard the last time the flooding tide slapping against the wharf pilings, they felt sure they were breaking with the past for good.

Those old-timers only thought they had swallowed the anchor when they lashed the family featherbed and chamber crockery on top of their wagon load of goods and started west. They did not take into consideration the many generations of sailor-blood in their veins, they did not realize, that like the seaworm, transplanted a thousand miles inland, that they too would respond to the rhythm costal tides; or, like their brothers left behind, they to would continue to eye the weather night and morning and apply their sailor skill to their farm chores.

When the country-wide call came for more ships for our young and growing merchant marine, how they must have jumped for joy at the chance to fist an adz once again, lay out a mould-loft and frame a ship once more. Here in the fertile valley were great stands of virgin timber, golden grain for cargos and men to man and build them, while the beckoning Ohio urged them down the river to the sea. What arguments there must have been over this run vs. that run, this sheer against that, what deadrise to give her and all the thousand and one items that go into a craft to make her fast, seaworthy and a moneymaker.

No doubt they swore by old Neptune that no blue-water ship ever would show her heels, carry so much cargo or be so lucky as the ones they would turn out among the corn stalks; and no marsh-launched vessel afloat would possess more weatherly qualities than the ones that they were going to build on their farms besides the Ohio River.

On launching day when these fine craft, with masts stepped and canvas spread, dropped downstream, many an anxious wife must have studied her man for the signs of the sea urge coming on him. A novel in itself could be written on each one of these families…but now we write only of the ships, born up in the cornfields, a thousand miles from the sea; ships which were destined never again to return to the place of their birth, but were to carry the flag of our country through the sea lanes of the world, until

their work was done. Wherever they died, may their old bones rest in peace.

Harry E. Erskine (N.R.G.)

Mrs. Edith Reiter, Curator, Campus Museum, Marietta, Ohio, supplied a list, compiled by Archer B. Hurlburt, of ocean rigged vessels built at Marietta, Ohio, on the Ohio River.

Date	Type	Vessel	Tons
1800	Brig	St. Clair	110
	Ship	Muskingum	230
1801	Brig	Eliza Greene	124
1802	Brig	Domonic	124
	Schooner	Indiana	75
	Brig	Marietta	150
1803	Brig	Mary Avery	150
	Schooner	Whitney	75
	Schooner	McGarth	75
	Brig	Orlando	150
	Brig	Galet	185
1804	Ship	Temperance	237
	Brig	Ohio	150
	Schooner	Nonpareil	70
1805	Brig	Perseverance	116
1806	Ship	Rufus King	292
	Ship	John Atkinson	320
	Ship	Tuscarora	328
	Brig	Sophia Greene	100
		Gunboat	75
		Gunboat	75
1807	Ship	Francis	350
	Ship	Robert Hale	292
	Brig	Rufus Putnam	
	Brig	Colatta	140

Editors Note: Your editor knew of ship building of steam driven vessels built on the Ohio River in the 1800’s. I was not aware of sailing ship built on the river so early in the 1800’s. Marietta, in 1788, was the first permanent settlement of the new United States in the Northwest Territory, Northwest of the River Ohio. Boat building was one of the early industries. Artisans built oceangoing vessels and sailed them downriver to the Mississippi and south to New Orleans and the Gulf of Mexico. In less than two decades after settlement, the steamboat had been developed, and was also constructed here.

Nautical Terms

head: The forwardmost or uppermost portion of the ship; The top edge of a sail; The toilet or latrine of a vessel, which in sailing ships usually projected from the bow and therefore was located in the "head" of the vessel.

head of navigation: The farthest point above the mouth of a river that can be navigated by ships.

head rail: A curved rail that extends from the figurehead to the bow of a ship.

head rope: Part of the bolt rope, at the head of a sail, running from the mast to the sprit.

head-sail: Jibs and staysails set between the bowsprit and the fore; Sometimes refers to the square sails on the fore-mast of a square-rigged vessel.

head-stays: Stays between the bowsprit and the foremost mast.

headsail: Any sail flown in front of the most forward mast. Headsails is the collective name for all sails afore the mast.

heave down: To turn a ship on its side (for cleaning), a process which is also known as careening.

heave ho!: An exclamation sailors make when pulling forcefully on a rope.

heel: The lean caused by the wind's force on the sails of a sailing vessel; the inclination or canting of a vessel to one side or the other from the vertical as she maneuvers, e.g. "*The ship heeled to port as she turned to starboard*"; the lowest or last part of something, such as the *heel of the mast* or the *heel of the vessel*.

helm: A ship's steering mechanism, such as a tiller or ship’s wheel; to take over the steering of a vessel.

helmsman: A member of the crew who is responsible for steering the ship.

herring buss: A type of seagoing fishing vessel used by Dutch and Flemish herring fishermen from the 15th through the early 19th century

Glossary of Nautical terms Wikipedia

Other Notes: “Stuff” - Tugs & Things

Nautical Research Journal

If you are not already an NRG member, go to info@thenauticalresearchguild.org. Yearly subscription is available in three forms: Print copy, On-Line copy (E-Journal) and a combined both Print & On-line.

Print Journal - $55

E-Journal - $40

Combined - $65

In each journal, there is always something to expand your knowledge of ships, ship modeling and maritime history.

GLHS Spring Lecture Series

Wednesday evening, April 14th, "The National Museum of the Great Lakes" hosted the Spring Lecture Series: "Illustrated History of the Soo Locks"

Using hundreds of historic images, Soo Locks Chief Park Ranger Michelle Briggs lead an in-depth exploration of this National Historic Landmark facility and Great Lakes' navigational lynchpin. Noted as one of North America's engineering marvels, the first lock of the St. Marys river opened in 1798. In 1969 the largest lock opened, and just last year, work began to build a new lock. The story of this amazing man-made behemoth is constantly evolving!

Michelle Briggs has been the Chief Park Ranger at the Soo Locks since 2009. Before joining the U.S. Army Corps of Engineers, she spent 15 years working in museums throughout the Great Lakes region and earned Bachelors and Master's degrees in history from Western Michigan University focusing on Great Lakes Maritime history and museum studies topics.

Received the following from Carrie Sowden, Archaeological Director, National Museum of the Great Lakes

"Thank you to all of you that signed up for and attended our Virtual Spring Lecture Series on the History of the Soo Locks. It was the highest attended program to date! For those of you that couldn't attend, or had audio problems, we have a recording of the presentation up on our YouTube channel which you can find at":
https://www.youtube.com/watch?v=lezy7ogCA4E

Scheduled for May

Wednesday, May 12th, 7 PM, "St. Marys Challenger: Centennial the Sequel" by Chris Winters.

Christopher Winters, spent five years creating a vivid record of life aboard the venerable Great Lakes steamboat *St. Marys Challenger* as she approached the centennial anniversary of her maiden voyage in 2006. Thought to be the oldest self-propelled bulk freighter in the world, the *Challenger* began her remarkable freshwater career on the Great Lakes as the *William P. Snyder* on April 28, 1906 — six years before the launch of the R.M.S. *Titanic*. Granted unprecedented access to the vessel by her owners, Winters set off on a personal quest to record an old way of life in a brand-new way, focusing revolutionary digital cameras on this revolutionary machine from another century.

"Centennial: Steaming through the American Century" was published in 2008 to wide acclaim and received the Steamship Historical Society of America's 75th anniversary C. Bradford Mitchell Award. As fortune would have it, the story doesn't end there. Winters continued to follow the former *William P. Snyder*'s remarkable career, recording her last voyage under steam in November 2013, her conversion to a self-unloading cement barge at Fincanteri's Bay Shipbuilding yard, and under the aegis of the National Museum of the Great Lakes, the transportation of the *Challenger's* historic pilothouse structure from the shipyard at Sturgeon Bay, Wisconsin to Toledo, Ohio aboard the current "Queen of the Lakes" M/V *Paul R. Tregurtha* in April, 2015.

Following Winters' presentation, NMGL's Executive Director, Christopher Gillcrist, will outline the ongoing plans for the placement and display of the *St. Marys Challenger* Pilot House as part of the permanent collection of the National Museum of the Great Lakes.

Prior to the program will be the 2021 Great Lakes Historical Society's Annual meeting. This will be a quick 5-minute meeting to take care of some yearly business.

Christopher Winters is a freelance photojournalist and staff photographer at Discovery World Museum in Milwaukee, Wisconsin. Smitten at the age of nine with the lore of lakeboats and the legend of the wreck of the *Edmund Fitzgerald*, Winters is a lifelong student of Great Lakes maritime history and culture.

This will be a virtual lecture and is **free**. Donations are always happily accepted. When you register with Eventbrite, there is an option to purchase Centennial: Steaming through the American Century" which will be shipped after the lecture is over.

Registration Required.
https://www.eventbrite.com/e/centennial-the=sequel-tickets-147805527311
or call 419-214-5000 ext.200.

Tugs

Lloydsman

Ocean rescue tugs are equipped for every emergency, including the most feared of all – fire at sea. The English tug *Lloydsman,* owned by United Towing Company of Hull, here tries out her impressive firefighting gear.

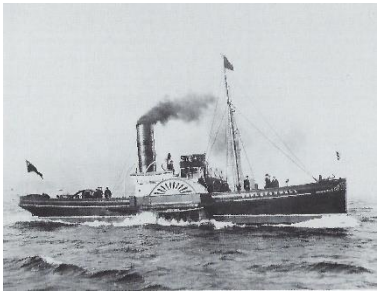
England’s ocean towing fleet in not as large as those of the Netherlands and West Germany. The *Lloydsman,* built in 1971, is 262- feet long and powered by twin diesels rated at 16,000 horsepower. She is capable of worldwide assignments and has the following partial list of equipment:

- Electro-hydraulic steering
- 1500-ton bunker capacity
- two towing winches with continuous-load monitoring devices
- Full air-conditioning
- Two-berth hospital
- 5-ton capacity per day freshwater generators
- Two radars and radios, depth-sounders and navigational electronics.

Loyalhanna Dockyard carries a kit of this tug - https://www.loyalhannadockyard.com/.

Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980

Eppleton Hall



Eppleton Hall was built in 1914 by the Hepple and Company of South Shields, England, for the Lambton and Hetton Collieries, Ltd. The vessel, named after the Lambton family's ancestral home, was designed to tow ocean-going colliers (coal-carrying vessels) to and from the port of Newcastle on the River Tyne. Coal was a booming business, and days of transit time were saved by towing the sailing vessels upriver to load. The vessel was also used to tow newly-built ships out to sea.

Eppleton Hall, a **steam sidewheeler** with side-lever engines, is the only remaining intact example of a Tyne paddle tug. A direct descendent of the first craft to go into commercial service as harbor tugs, the vessel was engaged on the Wear and Tyne rivers of northeast England from 1914-1967. In 1946, she was purchased by France Fenwick, Wear and Tyne Ltd., which operated her in the Wear River until 1964 (she is being restored to this period today).

Her steam engines are descended from a type first developed in England in 1828. The two large side lever engines, often referred to as grasshopper engines, operate the paddle wheels independently, making the tug especially maneuverable in tight spots.

Another unusual feature of the *Eppleton Hall* is its hand-forged boilers designed to use seawater. Every six weeks the accumulated salt had to be chipped out of the boilers and rinsed away. The advantage was that large freshwater tanks did not have to be carried aboard.

Her last commercial owner was the Seaham Harbour Dock Board, which operated her from 1964 to 1967.

She was sold for scrap in 1967 and, while sitting on a mud bank, fire (part of the scrapping process) destroyed her wooden afterdeck and interior. For most of 1969 she underwent repairs, including modifications for an epic trip (via the Panama Canal) to San Francisco passing through the Golden Gate, in March of 1970.

The vessel was donated to the National Park Service in 1979 and is now berthed at Hyde Street Pier, San Francisco.

Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980; & San Francisco national park web site.

Presentation Schedule:

2021

~~Jan 16 – History of Ship Modeling~~
~~Feb 20 – Carving Ship Decorations~~
~~Mar 20 – Photographing Models~~
~~Apr 17 – Setting up a Hahn Frame Jig~~
May 15 – Sail Making
Jun 19 – Evolution of the Wooden Ship
Jul 17 – Hand Metal Working
Aug 21 – Steam Engines
Sep 18 – Super Detailing
Oct 16 – Illuminating Models – Fixture/Circuity
Nov 20 – NRG Conference Report
Dec 18 – From CAD to Component Parts

Events & Dates to Note:

2021 Tentative Schedule

~~**IPMS Columbus**~~ **Canceled**
47th Anniversary BLIZZCON
Arts Impact Middle School
680 Jack Gibbs Blvd. Columbus 43215
Saturday, February 20, 2021

~~**Miami Valley Woodcarving Show**~~
Canceled
Christ United Methodist Church
700 Marshall Rd., Middletown, Ohio 45044
March 6 & 7, 2021

~~**66th "Weak Signals" R/C Model Show**~~
Canceled

~~**31st North American Model Engineering Expo.**~~
Canceled
Wyandotte, MI
April 23-24, 2021

44th Midwestern Model & Boat Show,
Virtual competition will take place.
Wisconsin Maritime Museum, Manitowoc, WI
May 15-16, 2021

Lakeside Antique & Classic Wooden Boat
Lakeside Hotel, Lakeside, OH
July 18, 2021

Toledo Antique & Classic Boat Show
Promenade Dock, Maumee River, Toledo, OH
Aug 21-22, 2021

NRG Conference
Canceled
Oct. 21-23, 2021

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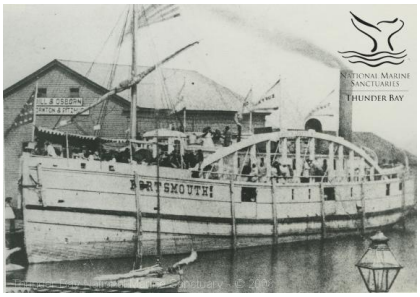
Wooden Steamers

1853 – Part 4

Pacific: First enrolled at Chicago, November 3, 1853, the wooden, propeller *Pacific,* built by E. W. Beckwith of Racine, WI, had measures of: 93'7" x 18' x 7'3", with a tonnage (old style) of 113 68/95. She was powered by a single cylinder, 45 horsepower, engine built by Gabe's 7 Co., Buffalo, NY. Her original owner was John W. Sargeant, Chicago, IL and the vessel was built for the Northern Wisconsin lumber trade and had the capacity of 80,000 feet of lumber. In 1854, the *Pacific* was rebuilt in Racine, WI as a two-masted schooner. August 1855, upbound, the schooner *Pacific* laden with coal, struck a rock and sank at Chippewa. Ont. on the Niagara River incurring a property loss of $1,000. She was raised and repaired.

Ownership of the schooner *Pacific* was changed to William T. Richmond, Racine, WI and enrolled at Milwaukee, WI; with measures: 95' x 18' x 7' 8", and tonnage (Old Style) of 122 36/95, September 4, 1855.

In 1860, her ownership was changed to Thomas Clark, Racine, WI. Final disposition is unknown.



Portsmouth: Built by Bidwell & Banta, Buffalo, with Jacob W. Banta as master carpenter, and enrolled at Buffalo, May 25. 1853 as a wooden, propeller with measures 176' 4" x 29' x 10' 10" and a tonnage (old style) of 525 57/95. She was powered by a high pressure, vertical direct-acting engine with a cylinder bore of 27: and stroke of 42" built by Shepard Iron Works, Buffalo, NY. Her original investor/owners were: Amasa T. Kingman, Buffalo, NY; John G. Camp, Jr., Sandusky, OH; and John R. Robinson, Mansfield, OH. She was built for the passenger, package freight service connecting with the New York & Erie Railroad Co. between Dunkirk, NY and Sandusky, OH. Her master for the 1853-55 seasons was Captain Amasa T. Kingman.

October 1853, bound for Sandusky and Toledo with nearly a full cargo of merchandise, the propeller *Portsmouth* toke refugee at Gravelly Bay, Southern end of the Welland Canal, near Port Colbourne, Ont. during a Lake Erie storm. She was fouled by the anchor of the three-mast schooner *Pomona* (US-1847) and sank in 14 feet of water. The *Pacific* was raised and taken to Buffalo, NY for repairs. Her property loss was set at $15,000.

Ownership shares in the propeller *Portsmouth* were transferred to Amasa T. Kingman, 1/3, Buffalo, NY; John G. Camp, 2/3, Sandusky, OH in March 1855. Later that month, john Camp's shares were sold to Charles Bancroft, Detroit, MI. In 1856 total ownership of the propeller *Portsmouth* was transferred to Charles Bancroft, Detroit, MI. Her master for the 1856 season was Captain Charles Bancroft.

April 1857, ownership of the propeller *Portsmouth* was changed to New York & Erie Railroad, Stephen D. Caldwell, Detroit, MI receiver. Her master for the 1857-58 season was Captain Robert R. McNiff, for the 1859 season - Captain James S. Mitchell and for the 1860 season: Captain Solomon Bond. June 1860, the propeller had her machinery badly disabled near Cleveland, OH, Lake Erie. During a heavy snowstorm on Lake Erie, November 1861, the *Portsmouth,* went aground on the lower end of Kelly's Island, Lake Erie.

Ownership of the *Portsmouth* was transferred to Erie Railroad Steamboat Co., New York, NY in March 1862. In April 1865, she was enrolled at Dunkirk, NY and her measures recorded as: 182.66' x 27' x 10.25'; Tonnage: 674.68 grt. She was assigned an official number 19619.

In 1866, her ownership was changed to Frank Williams, Buffalo, NY who converted the vessel from a package freighter to a bulk freight carrier for the Lake Superior ore trade. In May of that year, the *Portsmouth* and the schooner *Bay City* collided at Maumee Bay, Lake Erie. Damages listed at $100. In June of that year the *Portsmouth* and the schooner *Kate Kelly* (U14031) collided at Buffalo, Lake Erie. No damage was reported. July of 1866, the propeller *Portsmouth* went ashore on White Shoal, Lake Michigan incurring a loss of $300. Bound up on Lake Michigan in October 1866, the propeller *Portsmouth* went ashore at Waukegan, IL. Her crew jettisoned 100 barrels of water lime and 500 barrels of salt to be released. She incurred property loss to the hull of $1,000, and to the cargo of $200. November 1867, bound down from Marquette, MI for Buffalo, NY, laden with 418 tons of pig iron, the propeller *Portsmouth* stranded on Middle Island, Lake Huron in heavy weather and broke up. No lives were lost. Much of her cargo and furnishings were recovered.

Queen of the Lakes: At Black River, OH (Lorain), George Washington Jones built a wooden, propeller for the passenger, package freight trade. She was enrolled at Buffalo, NY, May 7, 1853 and her measures recorded as: 185' 10" x 26' 11" x 12' 2" and a tonnage of 563 53/95. Her original owners are listed as American Transportation Co., Buffalo, NY: Hiram Niles et al, Buffalo, NY. Master of the propeller *Queen of the Lakes* for the 1853-54 seasons was Captain Smith.

Ownership of the *Queen of the Lakes* was changed to Rufus C. Palmer, president of American Transportation Co., Buffalo, NY in March 1855. In November of that year. The *Queen of the Lakes* had to jettisoned part of her deck load during a gale on Lake Michigan. Property loss was set at $5,000.

June 1859, her ownership was changed to the "Peoples Line"; Edwin T. Evans, Buffalo, NY. September of that year, the propeller *Queen of the Lakes* lost her top-mast during a gale while bound down from Milwaukee, WI on Lake Michigan. During winter layup, march 1861, the *Queen of the Lakes* received a new main deck and had her machinery overhauled. October of that year, she went ashore in the Straits of Mackinaw and had to jettison some of her cargo to get free. August 1863, the *Queen of the Lakes* had her screw work loose while bound down on Lake Michigan. She was taken in tow by the propeller *Merchant* (US16332) of the same line and towed to Buffalo, NY for repairs. November of the same year, she sprang one of her arches during a gale off Cleveland, OH, Lake Erie. Master of the propeller *Queen of the Lakes* for the 1864 season was Captain Crary.

The propeller was readmeasured May 9, 1865, and her tonnage recorded as 637 84/100 grt. She was issued an official number of 20508. June 1869, after finishing loading pig iron at Marquette, MI, Lake Superior, they discovered the *Queen of the Lakes* was on fire, and she was pushed out into open water by a tug where she burned to the waterline, sinking a few hundred yards offshore near Rippley Rock in 10 feet of water. She was declared a total loss.

Queen of the West: George S. Weeks, Oswego, NY, built, on spec for Canadian buyers, a wooden sidewheel steamer in 1851 for the passenger, package freight trade. Her measures were: 212' x 26' x 11', with a tonnage (old style) of 439. December 1851, she was towed to Hamilton, Ont. to receive two engines, 50' bore x 132" stroke. She was equipped with unusual paddle wheels with buckets curved and set a 15-degree angle. She was sold Canadian and enrolled under the same name at Hamilton, Ont. in 1852. Her master for the 1853 season was Captain Masson. The *Queen of the West's* first commercial voyage was not till 1853. The steamer *Queen of the West* was found to roll badly and was unstable and required false sides to be added.

Ownership was recorded as Captain Harrison, et al., Hamilton, Ont. She was to run between Hamilton, Ont and Toronto, Ont. July 1853, the steamer *Queen of the West,* having just arrived at McPherson & Crane's wharf, Hamilton Harbor, when a fire broke out in the stoker's room and spread quickly. She was released from the wharf and towed into the bay by the steamer *Rochester,* she was then picked up by the *Mayflower* to the opposite shore where she burned to the water's edge. Total loss.

Ranger: Augustin Cantin, Montreal, P.Q, built a wooden, sidewheel (Pollywog) steam barge, 137' x 254' x 10' and a tonnage (old style) of 160. Her original owner was H. & S. Jones, Montreal, Que. and she was intended for the package freight trade between Montreal and Lake Huron. She was powered by a low-pressure engine, with a 36" bore, built by Bartley & Gilbert, Montreal, Que. Master of the steamer *Ranger* for the 1856 & 57 seasons was Captain Hayes. October 1857, the steamer *Ranger* was damaged in Beauharnois Canal that linked Lake St. Francis and Lake St. Louis around the Coteau, Cedar and Split Rock Rapids on the St. Lawrence River near Montreal, Que. damage loss was set at $5,200. In October 1858, bound up from Montreal, the steamer *Ranger* broke down and had to take refuge east of Toronto, Ont. on Lake Ontario. The following month, the steamer *Ranger* broke her rudder on Lake Ontario incurring a property loss of $300.

Ownership of the steamer *Ranger* was changed to Perry, Black & Company, Montreal, Que. in 1863. Her master for the 1863 season was Captain McMillan. April 1863, the steamer *Ranger* was thoroughly repaired during lay-up, having a carrying capacity of 12,600 bushels and cabin capacity for 40 passengers. Her master for the 1864 season was Captain Leslie. November 1864, the steamer *Ranger* struck a rock while putting back into Salmon Bay, Lake Huron, causing a leak. She was released and towed to the Marine Railway for repairs. Her master for the 1865-66 season was Captain Gaskin. October 1865, the steamer *Ranger,* bound up for Montreal from Port Stanley, Ont., Lake Erie, laden with 300 tons merchandise, went ashore on Timber Island, near False Ducks, Lake Ontario. Released.

Ownership of the steamer *Ranger* was changed to J. H. Henderson, Montreal, P.Q.: in 1866. Bound down from Toledo for Montreal, in August 1866, the steamer *Ranger,* laden with railroad iron, sprang a leak during a southerly gale on Lake Erie and was beached seven mile west of Port Stanley, Ont. Pounded by the storm and was declared a total loss.

Saguenay: The Quebec & Trois Pistoles Steam Navigation Co.; David Torrance, Quebec, contracted with D. & J. McCarthy & Co., Sorel, Que. to build a wooden, sidewheel steamer for the passenger, package freight trade below Quebec City running to Trois Pistoles located on the south shore of the St. Lawrence River, 138 miles downriver. When she was completed, she had a 140' saloon and 42 staterooms. Her first enrollment was at Quebec and her measures recorded were: 155.3' x 23.8' x 9.2' and a tonnage of 381-unit tons. She was powered by a vertical beam, low pressure engine with a 46" bore x 78" stroke, built by Fawcett Preston & Co., Liverpool, U.K. On her maiden voyage, July 19, 1853, she fractured her walking beam at Grosse Ile. Her master for the 1854 season was Captain J. Armstrong. December 1854, while moored at Kingston, Ont, riding out a storm, the *Saguenay* sank.

In 1860, ownership of the steamer *Saguenay* was changed to Gibbs, Ross & Co., Quebec. May 1861, while moored above the locks of the Lachine Canal, the steamer *Saguenay* caught fire around her smokestack and burned to a total loss. Loss to hull was set at $8,000, and to the cargo at $4,000. Both the hull and machinery were salvaged.

Ownership of the hull and machinery was changed to Jean Baptiste Auger, Montreal in May 1862. He rebuilt the
Saguenay as a river barge with a capacity for 13,000 bushels. At her may enrollment she was listed as 167.5' x 26.08' x 9.08' with a tonnage of 290.28-unit tons. November 1869, the barge *Saguenay* sank in Lake St. Francis, St. Lawrence River. Final disposition is unknown.

Seneca: In 1853, B. W. Springsted, Geneva, NY, built for Joseph F. Hill, Buffalo, NY, a wooden, propeller towboat. Enrolled at Buffalo, NY, her measures were 94' x 17'4" x 6' and a tonnage (old style) of 105 7/95. She was powered by a high-pressure engine with a 22" bore x 26" stroke. She was built for the towing and ferry trade.

The tug *Seneca* was rebuilt by John P. Clark at Detroit, MI in 1857. Ownership of the tug *Seneca* was changed to T. G. Barnes, Superior, WI. in 1857 for use carrying passengers and freight up the Ontonagon River to several cooper mines in the Upper Peninsula of Michigan.

August 1859, ownership of the towboat *Seneca* was changed to H. Holcomb and in 1860, Thomas G. Barnes, Superior, WI took ownership.

In 1864, ownership of the tug *Seneca* was changed to William Willard & James Mercer, Ontonagon, MI, Lake Superior. Master of the tug *Seneca* for the 1864 season was Captain Morrison. In September 1864, the tug *Seneca* required repairs to her boiler at Wallaceburg, Ont., St. Clair River. After undergoing repairs and on the first attempt to raise steam, the pressure blew out one of the lower flues, spraying steam and scalding the engineer, a fireman and the captain of the tug. The captain and the fireman were killed in the accident.

Ownership of the tug *Seneca* was changed to James Mercer in May 1865.

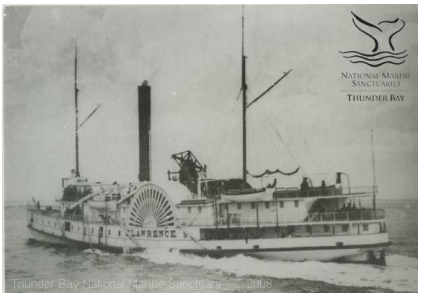
In October of the following year, ownership of the tug *Seneca* was changed to John Hutchings, Detroit, MI. She carried shingles & lath between Detroit and Toledo.

June 1868, ownership of the tug *Seneca* was changed to T. Christie. In October of that year, the tug *Seneca* was rammed and sank by the steambarge *Phil Sheridan* (U20301) at Windsor, Ont., Detroit River. Recovered.

In 1871, ownership of the tug *Seneca* was changed to H. C. Harmon, Algonac, MI. In September of that year the tug broke her rudder on the Detroit River at Detroit, MI. During winter layup, the tug was rebuilt by the same John P. Clark, who rebuilt her in 1857.

Her ownership was changed Canadian in 1872, to G. A. Nichols, Reach Township, Ont. and enrolled as the *Thomas Webb,* C61156, 92.3 x 18 x 6.8; 83 grt, 57.33 net.

Early in 1873, her ownership was changed to H. J. Fulford, Windsor, Ont. April of that year, the tug *Thomas Webb* foundered on the Sydenham River, near Wallaceburg, Ont. The tug *Thomas Webb* was raised, towed around to Lake Erie and then abandoned at Port Maitland, Ont. on the Grand River.



St. Lawrence: Francis & Nelson Jones at Buffalo, NY built a wooden, sidewheel steamer for Samuel Henshaw & Harrison Fay of Buffalo, NY. The steamer, when enrolled at Buffalo June 27, 1853, was listed as 326' 10" x 40' 11" x 14' 2" and a tonnage (old style) of 1844 39/95. She was powered by a low pressure, vertical beam engine with an 81" bore x 144" stroke, built by Allaire Works, New York, NY. The steamer *St. Lawrence* was built for passenger, package freight trade and ran Sandusky, OH to Dunkirk & Buffalo, NY. Master of the steamer *St. Lawrence* for the 1853 season was Captain J. J. Hollister. In July 1853, bound down, the steamer *St. Lawrence* collided with the up bound steamer *Queen City* (U-1848) near Fairport, NY, Lake Erie. The steamer *St. Lawrence* was damaged but continued to Buffalo, NY where she entered dry dock for repairs. In September of 1855, the steamer *St. Lawrence* while attempting to enter the harbor went ashore at Fort Niagara, New York, Lake Ontario.

Ownership of the steamer *St. Lawrence* was changed to Morris Hazard et al, Buffalo, NY in 1856. The steamer *St. Lawrence* was laid up in 1857 and sank and laid idle in the Blackwell Canal, Buffalo, NY until 1862. In that year she was raised, dismantled and reduced to a lumber barge. October 1862, the barge *St. Lawrence,* laden with 407,000 feet of lumber and 159,000 staves and under tow into the harbor at Buffalo, NY, struck the breakwater, broke in two and sank across the channel. The hulk was dragged from the channel and laid up in the Erie basin.

St. Nicholas: J. Andrews of Cape Vincent, NY built a wooden propeller for Bancroft & Co., Rome, NY; consisting of investor: Messrs. D. C. Bancroft, J. C. Parker and Samuel W. Mudge, Rome, NY. She was enrolled at Oswego, NY, May 31, 1853, with measures: 133' 11" x 25' 1" x 11' 7", with a tonnage (old style) of 372 23/95. She was powered by a high-pressure engine with a 24" bore x 36" stroke and rated at 140 horsepower. The engine was built by A. C. Powell, Syracuse, NY. Her boiler was 7' x 18' and built by A. C. Powell, Syracuse, NY. The propeller *St. Nicholas* was built for the bulk and package freight trade, and ran in a line of propellers between Cape Vincent, NY and Detroit, MI, in connection with the Rome & Watertown R.R. and the Rome & N.Y. Line via Canal and Hudson River to New York. She had the capacity for 3,500 barrels flour and cost $25,000 to build. Her master for the 1853 season was Captain Lewis Litz with John N. Phillips as chief engineer.

In August of 1853, her ownership was changed to Henry Fitzhugh et al, Oswego, NY.

In February 1855 her ownership was changed Canadian, to P. S. Stevenson et al, Hamilton, Ont. and registered at Montreal, Que. with official # C33486: 129' x 24' x 11', 115 grt at a price of $23,000. She was purchased to run between Hamilton, Ont. and Montreal, Que.

During the 1855 season, ownership of the propeller *St. Nicholas* was transferred to the Independent Freight Line, Hamilton, Ont. Her master for the 1855-56 season was Captain William Williams. In April 1855, the propeller *St. Nicholas,* laden with 100 tons freight for the local merchants, lost her rudder during a gale and put into Niagara River, Lake Ontario. She was towed to Oswego, NY to unload and be repaired. In May of that year, the propeller *St. Nicholas* went ashore, during a gale, at Bronte, Ont., Lake Ontario. She was released and repaired. Property loss was set at $400. In October of that year, the propeller *St. Nicholas* carried away her stern post, shoe and wheel in Lock No. 2 on the Welland Canal and sprang a leak. She was dry docked at St. Catharines with all her cargo aboard to repair the damages.

March 1857, ownership of the propeller *St. Nicholas* was changed back American to Edward C. Bancroft et al, Detroit, MI and she was enrolled at Detroit, MI: 372.33 grt. Her master for the 1857 season was Captain May. In May of 1857, the *St. Nicholas* ran into Lock No. 2, Welland Canal, and carried away two gates. Property loss set at $5,000. November of that year, bound down from Racine, WI for Kingston, Ont, the propeller *St. Nicholas,* laden with 10,050 bushels of wheat, sprang a leak during tempestuous weather on Lake Michigan. The pumps and crew failed to gain on the raising water when her engines stopped. She went ashore near Sleeping Bear Point, Mi, Lake Michigan. One life lost. Final enrollment surrendered February 1858.

Dick Tinto: In 1853, William & G. W. Jones of Black River, OH, built a wooden, propeller towboat for themselves and J.M. Pawtucket, MI. The initial enrollment was at Cleveland, Oh and the measures entered were: 114' 6¾" x 23' 2" x 8" 6 ¼" with a tonnage (old style) of 204 93/95.

Ownership of the towboat *Dick Tinto* was changed to William Neilson, Cleveland, OH in May

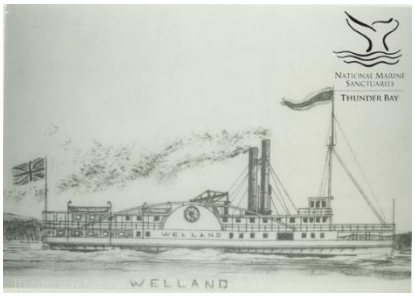
1856. Two months later, her owner recorded, at Cleveland, Ohio, a name change to S.C. Ives and that the tug *Ives* would be used as a wrecking tug.

Her ownership was changed in 1857 to John Kynock & Jonathan Austin, Buffalo, NY.

In the early spring of 1859, ownership of the *S. C. Ives* was changed to Frederick J. Prentiss, Cleveland, OH who would operate her as a wrecking tug at Sault Ste Marie, MI.

In April 1860 her ownership was changed to James Lundy, Cleveland, OH. May 1861, the towboat *S. C. Ives* and the propeller *Fountain City* (US9680) collided in the Detroit River. Both required repairs.

In 1863, the towboat *S. C. Ives* was changed Canadian and sold to Thomas Wrong, Port Burwell, Ont. and rebuilt as a barkentine. When enrolled, she was renamed *Thomas Wrong* (C33579), 117' x 23.1' x 8'; 210 grt. In May of 1864, the *Tom Wrong* came ashore at Port Colbourne, Ont. Released. Readmeasured in 1865 and tonnage was updated to 168 grt. May 1866, the *Tom Wrong* stranded near Fairport, Ohio, Lake Erie. Released. In December of that year the *Tom Wrong* went ashore, during a storm, at Port Burwell, Ont., Lake Erie and was a total loss. The remains of the vessel were bought by John Sweeney, Port Stanley in 1878. March 9, 1881 the enrollment register of the barkentine *Tom Wrong* was closed.

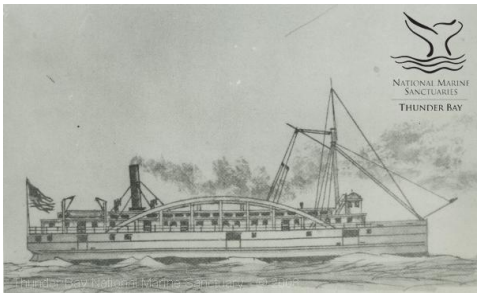


Welland: Louis Shickluna, Bath, Ont, built a wooden, sidewheel steamer for William Donaldson & Co., St. Catharines, Ont. Her measures were 182' x 25' 10" x 9' 6" with a tonnage (old style) of 300. She was powered by a vertical beam, low pressure engine with a 56" bore x 132" stroke, rated at 130 horsepower. The engine was built by Thomas Towers Iron Works, St. Catharines, Ont. She was built for passenger, package freight trade between Port Catharines and Toronto.

Her master for the 1854-56 seasons was Captain William Donaldson. In 1855, the steamer *Welland* ran between Toronto and Hamilton in the passenger, package freight trade. March of 1855, while making harbor at Port Dalhousie, the steamer *Welland,* was cut by ice and laid up for two weeks for repairs. Late in the month, bound from Wellington Square, the steamer *Welland* broke one of her flanges.

In 1856, ownership of the steamer *Welland* was changed to Port Dalhousie & Thorold Railway Co. While docked at Port Dalhousie in August 1856, the steamer *Welland* caught fire in her forecastle. She was cut loose and drifted out to a bar in the lake, where she burned out.

The schooner *Arctic*, 241-unit tons, was built at Port Dalhousie by A. Muir in 1858 on the bottom of the sidewheel steamer *Welland*.



Westmoreland: Lafrinier & Stevenson, Cleveland, OH, built a wooden propeller for the passenger, package freight at a cost of $36,000. Purchased by Anson D. Ellis, ¾ shares and Captain John Ball, ¼ share, both from Buffalo, NY. The vessel was enrolled at Buffalo, NY, September 2. 1853 and her measures recorded as: 202' 2 ¾" x 28' 2 ¾" x 12 2 ¾", with a tonnage (old style) of 665 84/95, powered by a high pressure, 28" bore x 42" stroke, rated at 200 horse power and built by Cuyahoga Steam Furnace Co., Cleveland, OH in 1853. She was planned to run in the Buffalo, NY to Chicago, IL trade with stops between. Her master for the 1853 season was Captain John Ball. Early in December 1853, the *Westmoreland* hit a snag while leaving the harbor at Milwaukee, WI tearing away her sternpost and unshipping her rudder. She was repaired and continued on her downbound journey for Buffalo in the same month. Early in her downbound trip, the *Westmoreland* broke her cylinder head, disabling the boat on Lake Michigan. She was towed back to Milwaukee, WI for repairs.

Early in March 1854, Anson D. Ellis, Buffalo, NY, acquired full control of the propeller *Westmoreland.* Later that month, he sold shares in the vessel to Thomas Clark, William Pitrie both from Buffalo and to James Bell, New York, NY. Master of the *Westmoreland* for the 1854 season was Captain Thomas Clark with Clinton Wright as chief engineer. Late in September 1854, bound down from Chicago, IL for Buffalo, NY, the propeller *Westmoreland,* laden with corn, went ashore on Windmill Point, Ont, Lake Erie. She was released after a portion of her cargo

was lightered. Early in December of 1854, bound down from Chicago, IL for Buffalo, NY, the *Westmoreland,* laden with oats, wool, flour, etc., started leaking and with steam pumps working failed to prevent the water from putting out the fires in her boiler. The sea and wind took her away from South Manitou Island, Lake Michigan. The Captain launched three boats contained the crew and passengers who tried to make the shore on South Manitou Island. One boat with seventeen aboard capsized and all lives was lost.

The wreck was found in 1872 off Sleeping Bear Point, Manitou Passage, Lake Michigan. Her engine was salvaged.

T. Whitney: On the shores of the Shiawassee River where it joins the Saginaw River, Martin Smith of Saginaw, MI built a wooden sidewheel steamer for Thomas Whitney and a consortium of investors also from Saginaw. The vessel was enrolled at Detroit October 12, 1853 and her measures were documented as: 127' 7" x 23' 6" x 8' 6", with a tonnage (old style) of 238 60/95. She was built for the passenger, package freight trade and equipped with a high-pressure engine, running the Saginaw, Detroit and Sandusky routes plus being used for towing at times.

The steamer *T. Whitney* went through a series of owners starting in June 1854 with a change to Sylvester Larned, et al, Detroit, MI; November 1855 to Lewis Ives, Detroit, MI; May 1857 to Eunice Ives, Detroit, MI.

Records indicate the Henry Odette served as chief engineer in 1858 and 1862-63.

November 1859, the steamer *T. Whitney* exploded her boiler at Bear Creek, Ont. (Bear Creek empties into Lake St. Clair). She was towed to Detroit for repairs and during the 1859/60 winter lay-up, she received a new high-pressure boiler 8' x 20'.

May 1860, ownership of the steamer *T. Whitney* was changed to George De Baptist, Detroit, MI. In September of that year, she damaged her machinery on Lake St. Clair. Repaired.

June 1863, her ownership was changed to M. B. Kean, Detroit, MI. he ran her in the passenger, package freight trade until April 1866. The *T. Whitney* was dismantled and converted to a barge. When enrolled as barge she was given the official # 59043, and listed as 130.95 grt. She operated as a barge out of Detroit from 1868 – 1872. The barge *T. Whitney* was last listed in 1878. Final disposition unknown.

Young America: Bidwell & Banta of Buffalo, NY; Jacob W. Banta, master carpenter, built a wooden propeller for Charles Bancroft, Detroit, MI. She was first enrolled at Buffalo, NY with recorded measures of: 138.6' x 23.6' x 10.8' and tonnage (old style) of 359 49/95. She was built for the passenger, package freight trade and ran on the Cape Vincent line – Chicago and Montreal.

Master of the propeller *Young America* for the 1853-54 season was Captain Lewis W. Bancroft. July 1854, bound from Chicago, IL to Montreal, P.Q., the propeller *Young America,* laden with 12,000 bushels of corn, struck a rock in Alexandria Bay, Saint Lawrence River and sank. September 1854, John Oades, Clayton, NY contracted to raise and repair the *Young America.* It would cost $4,000 to raise her and another $5,000 for repairs.

Late in 1854, ownership of the propeller *Young America* was changed to Watertown & Rome Railroad, E.C. Bancroft, agent. Early in 1855, ownership of the *Young America* was changed to Northern Transportation Co., George A. Eddy, part owner and director.

Masters of the *Young America* in 1856 were Captain Charles J. Chadwick and Captain R. A. Davis. In October 1857, the *Young America* went aground in the Detroit River. August 1858, she broke her wheel in Lake Huron incurring a property loss of $1,400.

Master of the *Young America* for the 1860 season was Captain Chapman. June 1863, down bound and laden with wheat and flour, the *Young America* went aground on Pigeon Island, Lake Ontario. She was released but incurred hull damage of $200, cargo damage of $400. During the winter 1863-64 lay-up, the propeller *Young America* was rebuilt by Stephens & Presley, Cleveland, OH; and her enrollment updated to: 136.25' x 25.58' x 11.66'; 387 1/95 grt. May 1865, the *Young America* was readmeasured at Cleveland, OH; 461.48 grt and issue official number 27515. April 1867 the *Young America* collided with the schooner *J. T. Miner* at Cleveland, OH and alter that year she had her machinery disabled on Lake Erie.

Master of the propeller *Young America* for the 1868-71 season was Captain John Brown with

Washington B. Harrow as chief engineer from 1862-71. In May 1869, she was damaged in a collision with the Canadian propeller *Dalhousie* at Oswego, NY on Lake Ontario.

Her master for the 1872–73 seasons was Captain Lyman H. Waterbury. October 1873, carrying 150 passengers, during a storm on Lake Ontario, the propeller *Young America,* her propellers out of the water, over-revved disabling her engine. Without power, she was blown ashore 2 miles west of Yates Pier, near Oak Orchard, NY. Crew and passengers were able to leave the ship before the winds and seas pounded the vessel to pieces. No lives lost.

Some Notes:

Black River, Ohio: Drains Medina County, emptying into Lake Erie at Lorain, OH.

Cargo-carrying capacity in cubic feet, another method of volumetric measurement. The capacity in cubic feet is then divided by 100 cubic feet of capacity per gross ton, resulting in a tonnage expressed in tons.

Mail Steamer: Chartered by the Canadian government to carry the mail between ports.

Navigation: The reader may wonder what, with so few vessels on the lakes, why steamers could not avoid each other. Two main reasons, the visibility during storms and the vessels did not carry any lights so you came upon a vessel you could not determine if the vessel was approaching or departing from you.

Old Style Tonnage: The formula is: Tonnage= ((length - (beam x 3/5)) x Beam x Beam/2)/94

where: *Length* is the length, in feet, from the stem to the sternpost; Beam is the maximum beam, in feet.

The Builder's Old Measurement formula remained in effect until the advent of steam propulsion. Steamships required a different method of estimating tonnage, because the ratio of length to beam was larger and a significant volume of internal space was used for boilers and machinery.

In 1849, the Moorsom System was created in Great Britain. The Moorsom system calculates the tonnage or cargo capacity of sailing ships as a basis for assessing harbour and other vessel fees.

Up to 1848, most freight was shipped, on steamers or propellers, as package freight. This meant that coal, grain, apples, and produce had been placed in a container or sack and carried aboard on the back of a laborer. Bulk freight in the form of lumber would have been loaded on barges and schooners and towed by a steam driven ship. In 1848, Joseph Arnold built at Port Huron, MI, a the steambarge *Petrel* (found in the third section) for the bulk freight trade answering a need to move bulk coal to the northern communities and iron ore, lumber, and grain south to the growing cities in the East.

By 1848, some ships built in that year, continued to operate beyond the "War of Rebellion" and may be listed with two different tonnage ratings. Most ships built on the Great Lakes were rated as Tonnage (Old Style). This dates back to the 1600's and comes to the U.S. from our cousins.

Tonnage (Old Style): The British took the length measurement from the outside of the stem to the outside of the sternpost; the Americans measured from inside the posts. The British measured breadth from outside the planks, whereas the American measured the breadth from inside the planks. Lastly, the British divided by 94, whereas the Americans divided by 95. The upshot was that American calculations gave a lower number than the British. For instance, when the British measured the captured *USS President* (a three-masted heavy frigate), their calculations gave her a burthen of 1533$^{7}/_{94}$ tons, whereas the American calculations gave the burthen as 1444 tons. The British measure yields values about 6% greater than the American. The US system was in use from 1789 until 1864, when a modified version of the Moorsom System was adopted (see below).

Unit Ton - The unit of measure often used in specifying the size of a ship. There are three completely unrelated definitions for the word. One of them refers to weight, while the others refer to volume.

Measurement Ton (M/T) or ***Ship Ton*** Calculated as 40 cubic feet of cargo space. Example, a vessel having capacity of 10,000 M/T has a bale cubic of 400,000 cubic ft.

Register Ton - A measurement of cargo carrying capacity in cubic feet. One register ton is equivalent to 100 cubic feet of cargo space.

Weight Ton (W/T) - Calculated as a long ton (2,240 pounds)

In 1849, a Royal Commission was formed in England with the secretary of the commission as George Moorsom, and the resulting tonnage admeasurement system was called the "Moorsom System". The idea of this system is that the fees charged to vessels should be directly proportional to their potential earning capacity, i.e., the space occupied by passengers or cargo. A vessel is measured at a series of sections throughout its length, the transverse area determined at each section, and the areas integrated to determine the volume. The total internal volume was then divided by 100 to determine the vessel's "tonnage", since at that time, 100 cubic feet was determined to be the appropriate factor so that vessels would maintain approximately equal tonnages under the new and old regulations. There were two tonnages determined under the Moorsom System: "gross" and "net" tonnage. Gross tonnage reflected the entire measured volume of the vessel less certain "exempted" spaces, initially spaces used only for the crew or for navigation of the vessel, and spaces in the superstructure not used for cargo. Net tonnage was equal to gross tonnage less a deduction for the machinery space, reflecting the earning capability of the vessel.

A measurement of the cargo-carrying capacity of merchant vessels depends not on weight, but on the volume available for carrying cargo. The basic units of measure are the *Register Ton*, equivalent to 100 cubic feet, and the *Measurement Ton*, equivalent to 40 cubic feet. The calculation of tonnage is complicated by many technical factors.

The current system of measurement for ships includes:

Gross Tons (**GRT**) - The entire internal cubic capacity of the ship expressed in tons of 100 cubic feet to the ton, except certain spaces which are exempted such as: peak and other tanks for water ballast, open forecastle bridge and poop, access of hatchways, certain light and air spaces, domes of skylights, condenser, anchor gear, steering gear, wheel house, galley and cabin for passengers.

Net Tons (**NT**)- Obtained from the gross tonnage by deducting crew and navigating spaces and allowances for propulsion machinery.

P.Q.: Province of Quebec

Packet Freight: almost every imaginable item of merchandise – bags of onions, grain, etc., processed foods, bags of coal, stoves, furniture, that can be packed and moved by manpower from dock to hold and reverse.

Patriot War: A conflict along the Canada – U.S. border where bands of raiders attacked the British colony of Upper Canada more than a dozen times between December 1837 and December 1838. This so-called war was not a conflict between nations; it was a war of ideas fought by like-minded people against British forces

Ship Inventory: Will include the names of wooden steamers that will not be identified in the manuscript. The research project that the information was gathered for included all wooden steamers built on the Great Lakes or St. Lawrence River and operated on the Great Lakes with a gross tonnage at or over 100 tons.

Up-bound: Going against the current – St. Lawrence River to Lake Superior. (Lake Michigan – steaming north)

Down-bound: Going with the current – Lake Superior to the Saint Lawrence River. (Lake Michigan – steaming south)

(Original Source: "Wooden Steamers on the Great Lakes" – Great Lakes Historical Society; Bowling Green State University – Historical Collection; Thunder Bay National Marine Sanctuary Collection; Maritime History of the Great Lakes; and the scanned newspaper collection of the Marine Museum of the Great Lakes, Kingston, Ont. and 746 additional documented sources.)