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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 – August 2024

Our Next Meeting: September 21, 2024;

Hybrid, Classroom "C"

"Planking" by Doug Buchanan

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August

Summer is almost over, and with its going, maybe the heat and drought will go also. We had a low attended meeting with 4 in-person and seven on Zoom, Including Julie connecting from France and Jeff from Idaho. Where were the rest of you? It appears that the summer months really do have an impact upon in-home activities, such as ship modeling. If you missed the meeting and Dr. Keller's presentation on "Scratch Building" you missed a very good one. His slides have been reproduced below.

We welcomed Rob Washburn to his first meeting since joining us. He gave a short review on his model of the Bluejacket Ship Crafters kit "Lincolnvile Wherry". Welcome Rob.

As always, take care of yourself and your families, look to those you know who may need help or are lonely and may be in need of human contact. Till next month. Your editor.

Outstanding Issue

As mentioned in the July "Ropewalk" the Shipwrights of Ohio are seeking a new club president. Our present club president plans to step down at the end of 2024, after overseeing the club and its activities since it the was founded in 2004.

We need younger leadership. If I exclude the 75+ age members, we have 15 members who range in age from 52 to 74. Outside of the planning for and running the monthly meetings, the president also oversees the planning and recruiting presenters for the following year, and the other responsibilities include special events and responding to inquiries from outside sources. The meeting format would be your choice and with Zoom, the club is no longer site dependent, but it is nice to meet and chat with other ship modelers in-person..

If there is not a new president on-board by January, the Shipwrights of Ohio, without leadership, will join the other clubs in Ohio (Toledo, Cleveland, Cincinnati) that have faded away

Think about it.

Your editor does plan to continue to write and edit the "Ropewalk".

If you are interested contact the newsletter editor.

Reminder Announcements

Up Coming Events

If you are still planning travel this summer or Fall, and in the area of these events, plan to include one or more of the following:



Great Lakes Tall Ship Festival

The festivities began June 14 with the Brockville Tall Ships 1812 Tour and will culminate Sept. 6-8 with Tall Ships Erie in Erie, P.A.

There will be an historic re-enactment of the 200th anniversary of the Battle of Lake Erie in Put-In-Bay, Ohio on Sept. 2, 2024.

The tall ships will be in Windsor, Amherstburg, Kingsville and Pelee Island, Ontario, Aug. 30 to Sept. 2. At each site, the tall ships will be open to the public for viewing and feature dockside exhibits and lively interaction with crew.

Among the ships participating at a majority of the ports are Norway's 210-foot *Sorlandet*, the oldest full-rigged ship in the world still in operation, Canada's 72-foot brigantine *Pathfinder* and the U.S.'s 198-foot brigantine *Niagara*.

The mission of Tall Ships America is to encourage character building through sail training, promote sail training to the North American public and support education under sail.

Sternwheel Festival



Here in Ohio, visit the Marietta Sternwheel Festival, Friday, September 6 through Sunday, September 8th. More than 30 sternwheelers will be docked along the levee in historic downtown Marietta on the Muskingum and Ohio Rivers.

LST-325



If you are not aware, there is a major ship memorial dedicated to those who built and served in

the amphibious forces of the United States Navy. Located at Evansville, IN is the LST-325, a decommissioned tank landing ship of the United States Navy. Like many of her class, she was not named and is properly referred to by her hull designation. Launched on 27 October 1942 and commissioned on 1 February 1943. She landed troops and materials in North Africa, and on the beach at Normandy France.

She was decommissioned in 1961, and reactivated in 1963 when she was transferred to the Greek Navy. In 2000, a group of x-Gator Navy personal, flew to Greece, restored the mothballed ship to working order and sailed her back to the USA in 2001. She is one of only two World War II LSTs to be preserved in the United States,

The LST-325 and her crew of volunteers, will complete her Ohio River cruise this summer:

- 08/21 – 09/20: North on the Ohio River to: Pittsburg, PA; returning with stops at
- Wheeling WV, Sept.05-10;
- Marietta, OH, Sept 12-15.

NRG: Mastig & Rigging Kit



The NRG Board of Directors has decided to offer the NRG Chapter Clubs a special rate (20% off) for the new Mastig and Rigging kit as a group build project. The price for Chapter Club members is \$103.20 per kit (reg \$129) plus \$6.80 per kit for shipping (reg.\$10 - \$12 depending on location). This would bring the price of each kit to \$110.00.

To get this special rate, a club must order a minimum of 5 kits and they all have to be sent to the same address.

They and we will need a list of names and email addresses for everyone who is participating. The monograph and instructions are sent as a PDF (It's 124 pages, so for us to print it out would add another \$50 to the kit for printing and shipping).

The purpose of this kit is to teach the novice and intermediate model builder the basics of how to mast and rig a ship. The subject for this project is a waterline 1:48 scale cross-section of a late eighteenth-century British sloop of war, *Swallow 1779*. To keep the size of the model more manageable, only the center portion of the lower yard and the lower part of the topmast are constructed. (See above photo) The overall dimensions of the model are 6.5" x 7.5" x 14", making it a perfect size for desktop display.

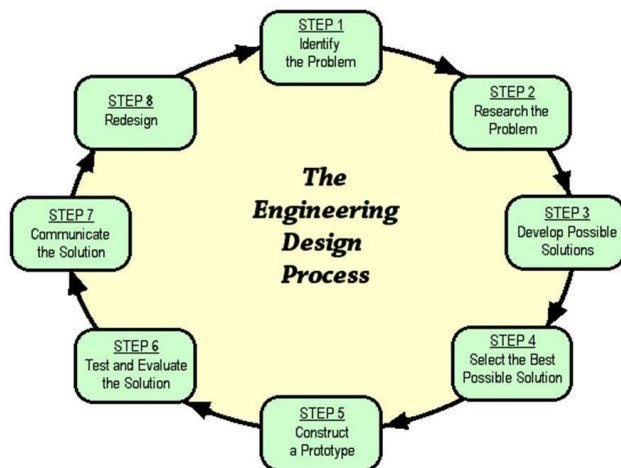
The kit teaches the modeler how to make a mast and spar from square stock. You will also learn

how to construct and install the channels, chains and top. The mast will be fitted with pendants, shrouds and ratlines. Because this is a cross-section model, certain lines, such as the stays, are not included. The emphasis is on learning the requisite techniques to improve rigging skills and eliminate the overwhelmed feeling when the masting is started.

If interested, respond to your editor at: shipwright@breezelineohio.net, We will place the order, and handle the distribution of the kits when they arrive.

Presentation:

Scratch Building by Dr. Steven Keller



Steve began his presentation on scratch building with a review of the "Engineering Design Process".

The renamed steps are:

- Step 1: Select a vessel (Why this ship?)
- Step 2: Research (design, photos, history, details)
- Step 3: Design Decisions (hull, setting, materials, plan)
- Step 4: Prepare Design (rescale, acquire materials, tools, etc.)
- Step 5: Build the Model
- Step 6: Assess Quality
- Step 7: Display (case, diorama, location)
- Step 8: Redesign (try to avoid, but....)

Though shown as a circular solution, as all build process, you have to go back to previous steps and reassess your research and decisions, were they correct?

But first, what do we mean by scratch building? In scale modeling: railroad, aircraft, ships, cars, etc.; Public discussion resolves no agreement on what true "Scratch Building" involves. Here are a few definitions:

- *Reproduction or fabrication of a prototype or fantasy part with no drawings or directions.*
- *The art of building a model, ad hoc, with whatever materials are at hand. Built with minimal cost from rudimentary materials*

- *The process of building a scale model "from scratch", i.e. from **raw materials**, rather than building it from a commercial kit, kit bashing or buying it pre-assembled.*
- *Model shipbuilding without starting from a kit?*

He then took us through a rating system for judging eight scale measurements that should be applied to your build. They are:

- Build: stretches from "Methodical" (based on instructions or directions developed by another (plastic model kits) to "Imaginative" build design and approach originates from the builder (prisoner bone ship models)
- Vessel Design: stretches from "Scaled from Actual" where the vessel design is well documented with an abundance of descriptive resources (*USS Constitution*), to "Arbitrary" where the design is unknown or based on subjective descriptions (*Noah's Ark*).
- Plan Dimensions: stretches from "Blueprints" plans are based upon the naval architects actual plans (*USS Sumner*) to "Arbitrary" plans come from descriptions, paintings, sketches (*Pinta*)
- Materials: stretches from "Match Original" wood species matches original, metal, etc., to "Arbitrary" where the materials selected for build convenience and availability such as cardstock.
- Material Preparation: stretches from "Manufactured" Plastic kits, 3D printing, to "Raw" which includes block wood for carved hulls to cut wood for turning.
- Color Selection: stretches from "match original" exact match paint using the appropriated color for a given date to "Arbitrary" where the builder has color preference based upon appeal etc.
- Temporal Design: stretches from "Specified" design and details selected for a specific date in the life of the vessel, to (*USS Constitution – 1976*) to "Undetermined" a random collection of design and details accumulated over the life of the vessel (*USS Constitution – 1797*).
- Details: stretches from "All Features" all externally viewed features are represented accurately (super detailing), to "No Details", only hull and rudimentary features are included (Lego Ship model).

Dr. Keller then took us through his application of the above scale measurements as they apply to his build of the Gearing Class Destroyer (1:48 scale) *DD847 Robert L. Wilson*.



In his judgement, his build of the model, the categories: Hull Design, Plan Dimensions, Materials, Temporal, and Details were all from actual, with the Build Constraint rated as imaginative.

Steve finished his presentation with the following:

Select a Vessel and Research

- While there are many reasons to select a vessel to build, having the resources to assist in the building process is essential, unless the target is purely abstract. Even then, if the object is to defying the laws of physics and marine engineering, then the product is likely just a work of art.
- **Opinion:** It is always best to select a project that has deep meaning and appeal. That way, when the going gets tough, the part breaks, a bulkhead needs R&R, the knife slips, the tool breaks, the glue drips or the paint bottle tips, your motivation will help keep you making forward progress.
- It has been said that :“**ship model building is just an excuse to buy books**”. While he and I have found this true, the internet has changed the game. It has put a world of useful information buried in SEARCH results. This includes:
 - Full text books or important segments to download as *.pdf files.
 - BuShips resources including ship plans and layouts, specifications, procedures, operation manuals, modification logs, photographs, sketches, diagrams.
 - Build logs, guidance from other builders, tips and tricks and useful techniques. Opinions about glues, paints, tools, and reliability of other resources. How to avoid pitfalls or speed up the build.
 - Worldwide vendors of plans, parts, raw materials, paints and tools.
 - Historical context surrounding the vessel. What aspects can contribute to increasing the quality and accuracy of the build super details
- **Recommend:** Find ample space on the computer storage. Have an organized filing system. Print when necessary but use the computer to maintain organization (saves space and reduces desk clutter)

Design and Build Organization

- Selecting the hull design is an important consideration. The different approaches, including solid hull, plank on frame, plank on bulkhead, and cast, all have pros/cons. They depend on:

1. Fidelity to original construction
2. Applicability to the design of the subject vessel and the scale of the build
3. Level of build difficulty
4. Interior details included or not
5. R/C ready
6. Resources and skill sufficient to perform the construction

- **Recommend:** If you plan to scratch build a vessel, it is best to have a familiarity with the hull construction of a similar vessel. Best case is to have built one from a kit first, and then realize that you could easily do a scratch build with external resources. Having access to design resources, such as hull lines, and drawings is essential to have an accurate build. Rescaling is not difficult with a copy machine.
- Have access to the tools and raw materials needed for the scratch build. Having previously built a kit, you already possess many of the skills and tools required to have a successful build.
- Be sure to consider temporal setting if the vessel has undergone changes with time. Examples are the various layouts of the USS Constitution, or the FRAM modification of US Destroyers that occurred after WWII.

Build the Model:

Continuous Quality Assessment

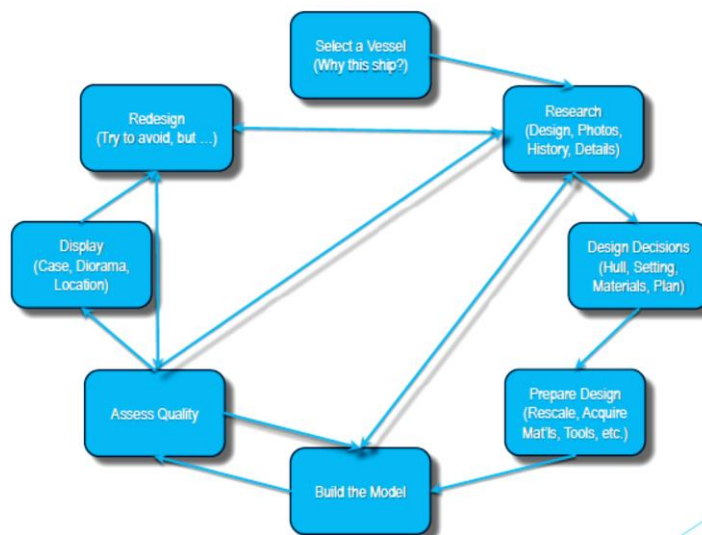
- While a model build takes times, scratch building has added risks encountered with most “first release” versions. Errors in design will appear during construction. Materials might require additional support or replacement if the model is not structurally sound.
- Quality Assessment is a continual process during model building.
- Comparison of the constructed model with the design plans.
- Revision of construction method to reach an acceptable quality (gain a sign-off)
- Research should continue during the model build, as time passes as additional information or resources become available. New materials, new tools (think 3D printing and laser cutting), more details historical accounts and data is available through the internet. Research feeds the model building process to improve final quality. That is the iterative cycle within the design loop.
 - Scratch build can require trial and error to achieve the desired outcome of a specific task. Examples:
 - is epoxy better than CA glue for bulkhead stringers?
 - Do through screws add to the strength required for the hull displacement?
 - How should the bow be formed...solid or framed.

- How does the paint take to the substrate?
Does it adhere? Does flat or semigloss replicate when scaled
- Where can one obtain a material useful for scaled cannon balls, fuel hoses, electrical cable, canvas, lighting

Why Redesign?

- Redesign is an important, but painful part of the Design Loop.
- Research continues even after the model is considered "Complete"?
- Does it misrepresent the subject vessel? Does it look ridiculous?
- Will it increase the rate of decay of the model?
- Is it easily remedied?

Below is the original engineering design process applied to ship modeling



Summary:

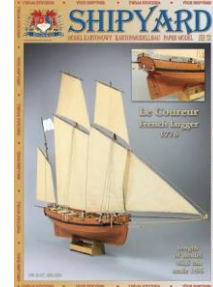
- Scratch building is undefined, or rather "in the mind of the beholder.
- We all tend to scratch build at least part of the ship build. The plans are never fully complete. That is the fun of the project.
- The level of accuracy will never match that of the actual vessel. Our task is to reach a level of accuracy that we are satisfied with.
- The fun is in the research and the endeavor to achieve the most self-impressive version of the replicate. The fun is in experimentation of building techniques, in acquiring techniques and skills to achieve tangible visual effects.
- Scratch building without a kit requires experiences to give confidence that one does not need directions to construct the model. New skills can be grounded on a basic understanding of hull design and the features included in the model.
- We are all scratch builders to one extent or another. One can objectively assess the extent of

creativity and accuracy that any build involves. The desire to "press the limits" is ones personal prerogative.

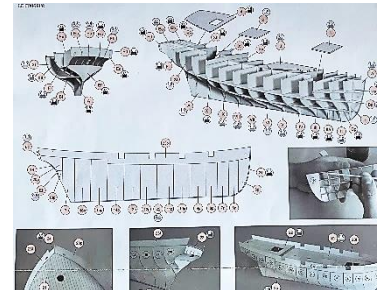
Ships on Deck

Le Coureur

Julie Holloway



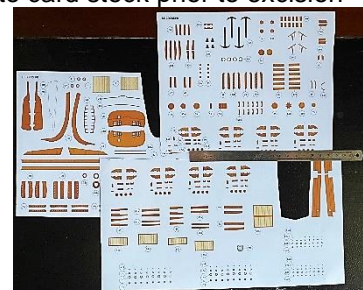
Le Coureur is a card model. The instructions below show card thickness in mm.



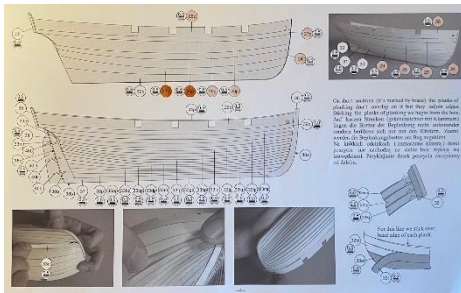
Luckily, Julie brought her calipers to source inexpensive card stock. Note: What she is using for card stock she also used cereal box cardboard..



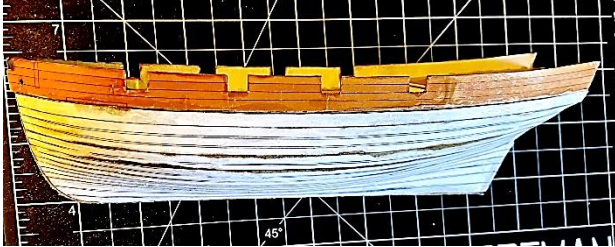
Paper designs are to be cut out from the plans and then glued to card stock prior to excision



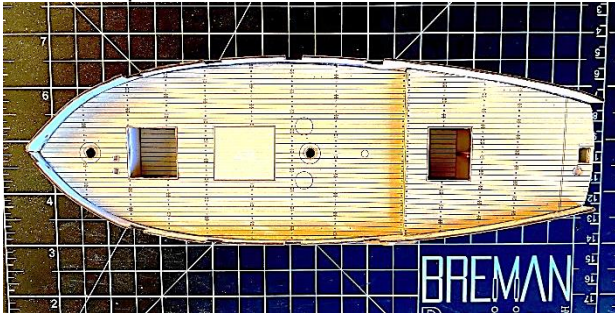
Below are the hull assembly instructions



Hull completed after cyanoacrylate reinforcement and correction of hull warpage. Luckily, she scanned and reprinted the paper designs in case of emergency and will paper over the hull mistakes and corrections



Deck Completed



HMS Endurance

Jeff Northup



The photo shown after the title is for reference to what the model will look like.

My progress so far on the Endurance. The kit (OcCre) comes with two whaleboats and two cutters. She actually had two cutters, one whaleboat (which was the *James Caird*) and one motor launch, as well as a pram that was lashed to the port mizzenmast ratlines. I hope to complete the Main deck then step the masts. I probably won't mount the lifeboats until the rigging is done.



I hope to complete the Main deck then step the masts. Masts and bowsprit rigged below.



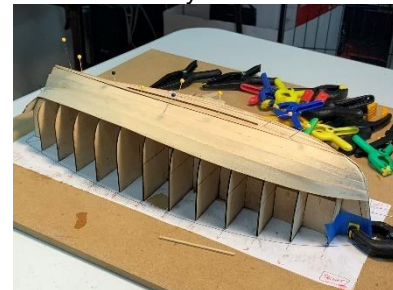
Lincolnton Wherry

Rob Washburn



This is a BlueJacket Ship Crafters kit that Rob completed in the past.

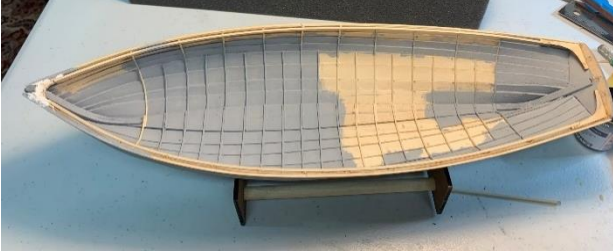
A Penobscot Bay salmon rowboat. Built to an ancient design probably brought from Europe by the first settlers, these practical small boats were ideal for the in-shore salmon fishery



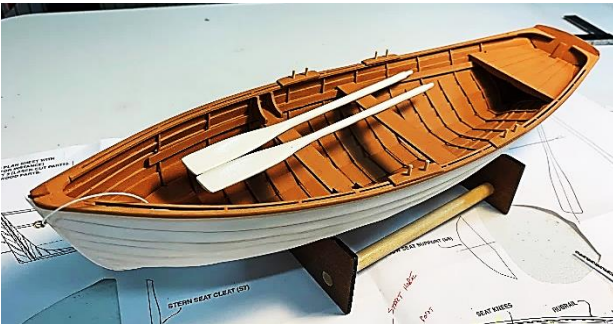
Wherries were primarily used to set the salmon nets and to bring the trapped fish to shore. Thin lapstrake planking on naturally curved cedar ribs made them unusually light and strong.



Hull completed.



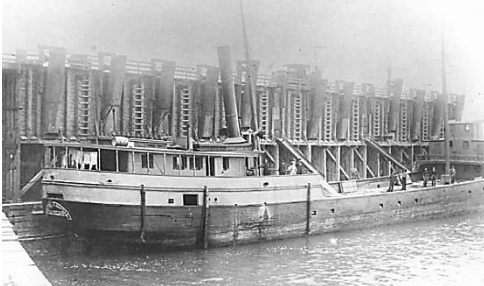
Interior



Completed model

Margaret Olwill

William Nyberg

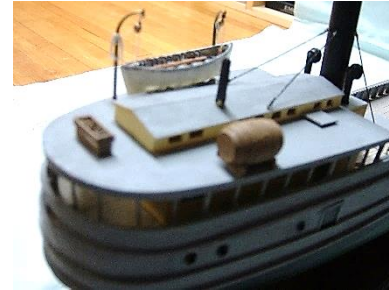


Only known photo. Taken at Kellys Island rock loading dock, Lake Erie, June 28, 1899. She was hauling limestone from Kelly's Island to Cleveland. She had left Cleveland at midnight, arriving at Kelly's Island in the early morning. She would load 300 ton into her hold and 600 tons on her deck. Leave at midnight, June 28th, for early morning arrival at Cleveland, June 29th. Also aboard were 12 passengers and crew for the 50 plus mile trip. During the night a Nor'easter struck with gale force winds at 50 miles per hour. In the rough seas, her seams opened and she took on water causing a list, shifting her cargo. Her steering chains failed at 4:30 AM as she tried to make the port at Lorain. Without steerage, she came broadside to the winds and a rouge wave capsized the vessel. The captain, his wife and son plus five others drowned. Four survivors were rescued clinging on wreckage.

Members of CLUE (Cleveland Underwater Explorers) had been looking for the wreck for 28 years. In 2017, using side-scan radar, the steambarge *Margaret Olwill* was discovered in 50-feet of water, 8 miles out from Lorain Harbor



A view from the stern



"Charlie Noble" is the smoke stack on a ship's galley (shown just behind the water barrel). Around 1850, a British merchant service captain, Charles Noble, upon discovering that the stack of his ship's galley was made of copper, ordered that it be kept bright. From then onwards the ship's crew, started referring to the galley smokestack as the "**Charlie Noble**". The term is still used today.



Next and masts and rigging

Other Notes: "Stuff", Tugs & Things

Shop Notes:

Waterline Height Marking Tool

Sometimes in your build, you need to either mark a waterline or measure the height of an object from a base, for that you need a jig that can mark a location on your hull (like a waterline) at a consistent height from a base anywhere on the model. I built one when I was doing a restoration and needed to insure that objects were at the same height from a base at multiple locations on the model. The jig consists of five parts and three 3/16" stove bolts with wing nuts. The parts were:

- A stable base
- Slide post
- Pencil holder consisting of clamp that can be adjusted on the slide post
- A pencil
- 3 – stove bolts $\frac{1}{4}$ " x $1\frac{3}{4}$ " with wing nuts.



- The base is a 1 " x $4\frac{1}{2}$ " x $2\frac{1}{4}$ " block of hard wood with a $\frac{5}{16}$ " deep, $1\frac{3}{4}$ " wide
- The slide post is $\frac{5}{16}$ " x $1\frac{3}{4}$ " x 12 " with a $\frac{1}{4}$ " wide by $10\frac{1}{4}$ " long slot that the pencil holder slides in.
- Pencil holder is a 1 " thick block, $1\frac{3}{8}$ " square; with a $\frac{1}{4}$ " hole drilled lengthwise to hold the pencil and a $\frac{1}{8}$ " cut in the block to the pencil hold to tighten down the pencil.
- A slide mount $\frac{1}{4}$ " x $1\frac{3}{4}$ " x $2\frac{3}{8}$ " with two bolts tighten to the slide post



Nautical Terms

Lubber's hole: A port cut into the bottom of a masthead or top (Crow's Nest) allowing easy entry and exit. It was considered "un-seamanlike" to use this method rather than going over the side from the shrouds. In practice, it is often actually quicker and easier for a fit sailor to climb outside the masthead than through the lubber's hole.

Lubber's line: A line or mark inside or on a compass case or binnacle indicating the direction of the ship's head.

Luff: The forward edge of a sail; The fullest or roundest part of a ship's bow; To point a sailing vessel closer to the wind.

Luff and touch her: To bring a vessel so close to the wind that the sails shake.

Luff barge: An 18th-century term for a sailing barge with a rounded bow and not a swim-head.

Luff perpendicular (LP): The shortest distance between the clew and the luff, which is a perpendicular line from the luff to the clew. Commonly given as a percentage of the "J" measurement.

Luff up: To steer a sailing vessel more towards the direction of the wind until the pressure is eased on the sheet.

Luffing: (of a sailing vessel) Being steered far enough to windward that the sail is no longer completely filled with wind; in such a state, the luff of a fore-and-aft sail begins to flap first. Loosening a sheet so far past optimal rim that the sail no longer completely fills with wind; The flapping of a sail from having no wind at all.]

Lumber Hooker: A Great Lakes ship designed to simultaneously carry her own deck load of lumber and to tow one or two barges. The barges were big old schooners stripped of their masts and running gear to carry large cargoes of lumber.

Lugger: A sailing vessel with lug sails (see below) set on one, two, or more masts and perhaps lug topsails, widely used as traditional fishing boats, particularly off the coasts of France, England, and Scotland; also used as privateers and smugglers.

Lug Sail: A four-sided fore-and-aft sail supported by a spar along the top that is fixed to the mast at a point some distance from the center of the spar. A dipping lug had to be moved to the other side of the mast when tacking (in sail larger vessels, by partially lowering the sail and hauling down either the peak or the throat to move the yard across). A standing lug can be used on either tack in the same position. It was common for British fishing luggers to have a dipping lug on the foremast and a standing lug on the mizzen.

Nautical Terms Wikipedia

Tugs: Great Lakes

Anna Dobbins, 1862



Built, wooden hull, by Mills & Walsh, Buffalo, and launched September 17, 1862. She was owned by Thomas D. Dole also from Buffalo. Enrolled October 2, 1862, her recorded measures were: 97.8' x 18' x 9', 172 grt, 82.7 net. She was powered by a 24" bore, 26" stroke engine, rated at 292 hp. Steam was generated by a Philip Riter tubular boiler, 7'6" x 16'. 80# steam. Her assigned official number was 395. In October

1863, she collided with the barkentine Monitor off Malden, Ont., Lake Erie

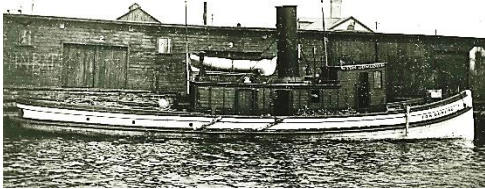
Ownership of the tug was changed to J. Lundy, Cleveland. In 1871, she received new decks. In September 1875, the *Anna Dobbins* became disabled in the St. Lawrence River at Toronto. During winter layup of 1880/81, the tug received repairs at Cleveland. For the 1881 season, the tug operated out of Sault Ste, Marie, Michigan. In July 1885, she was damaged when she went aground in fog.

Owned by John Prentice, et al, Saginaw. The tug *Anna Dobbins* sank near Charity Islands, Lake Huron, after her stern bearings broke loose and her shaft dropped. She took on water faster than her pumps could handle and sank September 1886.

In 1997, the wreck was located by divers using side-scan sonar.

BGSU University Libraries; Historical Collections of the Lakes & Alpena County the George N. Fletcher Public Library; C. Patrick Labadie Collection

Tom Dowling, 1873



Built, wooden hull, by Stevens & Presley, Cleveland in 1873. Enrolled at Cleveland, her measures were: 67.3' x 17.5' x 5.5', 36 grt, 18 net. She was equipped with a HPNC engine, 14" x 16" and steam was generated by a 5 ½' x 16' tubulat boiler built by Miller Jamison, Cleveland. Her official number was 24988.

Ownership of the tug was changed in 1876 to Thomas Dowling, Cleveland. In September 1880 her machinery was removed after she had caught fire and burned. Rebuilt in 1881.

Ownership was changed to Moiles Brothers in May 1881, and she received, a new boiler house, a new boiler and high pressure engine.

Ownership of the towboat *Tom Dowling* was changed in June 1881 to A. Jenkins, East Saginaw, MI. Her measures were listed as: 67.3' x 13.3' x 4.8'; 25 grt. During winter layup 1886/87 she was rebuilt.

Ownership of the *Tom Dowling* was changed in May 1887 to C.E. Pendell, Port Huron. In November 1898, the *Tom Dowling* sank in the Saginaw River. She was raised and repaired.

Ownership of the *Tom Dowling* was changed in August 1908, to the Independent Tug Line, Duluth, MN. That same month, she caught fire at Ashland, WI, Lake Superior, and burned to her waterline.

BGSU University Libraries; Historical Collections of the Great Lakes & Alpena County George N. Fletcher: Public Library; C. Patrick Labadie Collection

Presentation Schedule:

2024 – Schedule Tentative

Jan 20 CAD, 3D Printing
Feb 17 Display Case
Mar 16 CAD, 3D Printing, Advanced
Apr 20 Dioramas
May 18 Adhesives
June 22 Workshop
July 20 Air Brushing
Aug 17 Scratch Building
Sep 21 Planking
Oct 19 Weathering
Nov 16 Carving
Dec 14 Small Boats

Events & Dates to Note:

2024 Tentative Schedule

Columbus Woodworking Show
Ohio Expo Center
January 19-21, 2024

IPMS Columbus
BLIZZCON 2024
Makoy Center, Hilliard, OH
Saturday, February 24, 2024

Miami Valley Woodcarving Show
Christ United Methodist Church
Middletown, OH
March 3-4, 2024

46th Midwest Model & Boat Show,
Wisconsin Maritime Museum, Manitowoc, WI
May 17-19, 2024

Westerville Library Display
June 1 – 28, 2024

Columbus Air Show
U.S. Air Force "Thunderbirds"
Columbus Rickenbacker International Airport
June 14-16, 2024

Ship Modeling Workshop
Westerville Public Library
June 22, 2024, Noon – 4 pm

Lakeside Antique & Classic Wooden Boat
Lakeside Hotel, Lakeside, OH
July 14, 2024

Great Lakes Tall Ships Festival
200th anniversary, Battle of Lake Erie re-enactment at
Put-In-Bay, September 2, 2024
Erie, PA dockage, Sept. 6-8, 2024

Ohio River Sternwheel Festival
Riverfront Park, Marietta, OH
September 6-8, 2024

LST-325 Cruise on Ohio River
Wheeling, WV – Sept. 5-10, 2024
Marietta, OH, Sept. 12-15, 2024

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Here you will find how to order Challenge Coins, as shown above, on left, that have been used historically for Identification within an organization, Recognition of achievements, Appreciation of services and Trading/Collecting. Our Shipwrights of Ohio coin contains both the Club Logo and the Club Coat-of-Arms.

You can also order Logo shirts from "Lands End". They offer an on-line link for direct, personal purchases of many of their products without Shipwrights of Ohio logo.

There are currently two logo styles available:

- **Full Club logo – with Motto, for digital print use on the backside of T-shirts. 10" or 12" round.**
- **Small Club logo – without Motto for embroidered or digital print on the front of items. 4" round.**



Wooden Steamers on the Great Lakes

Researched & Written
by William E. Nyberg

1872-C



Peerless: Ira Lafrinier, Cleveland, OH, built a wooden propeller for the Leopold and Austrian's Lake Superior Line. Their investors were: Samuel F. Leopold, ¼ share; Henry F. Leopold, ¼ share; N.F. Leopold, ½ share; and Joseph Austrian, ¼ share, all from Chicago. Her first enrollment was issued at Cleveland, July 03, 1872; and her measures recorded as: 210.30' x 31.2' x 12.42', 1275.57 grt. She was powered by a High-Pressure Condensing engine, 47.5" bore x 40" stroke, 400 horse power, built by Globe Iron Works, Cleveland; and a firebox boiler, 9' x 20' @ 40 pounds steam, built by Globe Iron Works. She was assigned official number 20470. She had been built for the package freight trade at a cost of \$125,000 and would run Chicago to Duluth, MN. Chief engineer of the propeller *Peerless* for the 1872 – 74 seasons was A. Stephenson. In November 1874, the *Peerless* broke her wheel and then went aground on the Saint Mary's River. During winter layup, the *Peerless* was readmeasured: and her enrollment was updated January 1875 to: 211 x 39.9 x 12.5, 1202.56 grt.

In January 1875, ownership shares of the propeller *Peerless* was transferred to Samuel F. Leopold, ½ shares; Henry F. Leopold, ¼ shares; and Joseph Austrian, ¼ shares; all from Chicago. In March 1876, the enrollment measures for the propeller *Peerless* tonnage were changed at Chicago to: 1199.5 grt, 912.7 net.

In 1879, the Leopold and Austrian's Lake Superior Line merged with Spencer's line to form the Lake Michigan & Lake Superior Transportation Co., Chicago. Master of the propeller *Peerless* for the 1882-83 seasons was Captain McIntyre.

In May 1883, ownership shares in the propeller *Peerless* were transferred to Samuel F. Leopold, ¼; Henry F. Leopold, 1/4; Mason F. Leopold, 1/4; and Joseph Austrian, ¼ all from Chicago, IL. In August of that same year, the *Peerless* collided with the scow schooner *Leo* (U140857), which was lying at the Rock Island dock. The *Peerless* was undamaged, while the schooner was slightly damaged. On November 26, 1884, the *Peerless* caught fire while at Chicago, and sustained hull damage loss of \$5,000. She was repaired & overhauled at Chicago Dry Dock Co.

May 1885, share ownership of the *Peerless* was transferred: Samuel F. Leopold, 3/8; Henry F. Leopold, 1/4; and Joseph Austrian, 3/8; all from Chicago, IL. In October 1895, the *Peerless* broke her piston rod near St. Joseph, MI. In May of the following year the enrollment records for the propeller *Peerless* was changed to Duluth, MN. In October 1898, the *Peerless* had her machinery disabled while on Lake Superior and was towed to Marquette, MI for repairs. In September of the following year, the *Peerless* collided with the schooner *A. Stewart* (US106644) which was under the tow of the tug *Buffalo* and the schooner sank in Duluth, MN harbor. She was later raised.

In 1900, ownership of the propeller *Peerless* was changed to W. H. Singer, Duluth, MN. Her master was Captain H. C. Page for the 1899 – 1902 seasons, Captain Walter M. Cottrell for the 1903 season and Captain H. C. Page for the 1904 season.

In July 1905, the propeller *Peerless* was sold at a marshal's sale for \$2,000 to Louis B. Clarke, Chicago. When the *Peerless* was built in 1872, she cost \$125,000.

In April 1906, ownership of the propeller *Peerless* was changed to Chicago & Milwaukee Transit Co., Chicago; she was operated by Miles Berry and ran between Chicago and Milwaukee. Her master for the 1906 season was Captain B. O'Connell.

January 1907, ownership of the *Peerless* was changed to William W. Shaw, 1/3, Chicago, IL.; et al. In August of that same year, ownership of the *Peerless* was transferred to Muskegon & Chicago Navigation Co., Muskegon, MI. In September of that year, she was renamed to *Muskegon* (U20470) at Grand Haven, MI and ran Chicago to Muskegon, MI as a floating gambling house.

In August 1908, ownership of the *Muskegon* was transferred to Buck-Mullen Steamship Co. Her investors were: John R. Mullen, 1/3; William G. Buck, 1/3; and Louis Larson, 1/3, all from Muskegon, MI. The *Muskegon* was cut down to a steambarge with one stack and her enrollment measures were changed to: 941 grt, 655 net.

In June 1909, ownership of the steambarge *Muskegon* was changed to William Carpenter, Muskegon, MI.

In September 1909, ownership of the steambarge *Muskegon* was changed to Independent Sand & Gravel Co., Chicago, A.B. Stoll, manager. In 1910, the steambarge *Muskegon* was converted to a sand-sucker. In October of that year, while unloading at the dock at Michigan City, IN, fire broke out in her after end and the *Muskegon* burned to a total loss. Declared a total loss, she was towed into the lake and cast off to sink, but she refused to go down and drifted ashore where she was abandoned.

Point Abino: Initially enrolled at Buffalo, as a wooden barge and issued official number 150103, in 1872. She was built by George H. Notter of Buffalo. Her

enrollment measures were: 112.2' x 22.4' x 7.2', with a tonnage of 148.97 grt. She was owned by Chandler J. Wells & Isaac Holloway, Buffalo, and was intended for the bulk freight trade. In September 1876, the barge *Point Abino* was rebuilt as a steambarge and received a high-pressure non-condensing engine, 14" bore x 16" stroke, 260 horsepower, built by Pound Manufacturing Co. of Lockport, NY. Her enrollment was update at Buffalo, NY, on July 22, 1880.

Ownership of the steambarge *Point Abino* was changed to Nelson & Barney Mills, Marysville, MI and her enrollment was transferred to Port Huron, MI, May 03, 1881. She was to be used in the lumber trade. During the winter layup of 1886/87, the steambarge *Point Abino* was rebuilt by Captain T. A. Ellery, receiving a new firebox boiler, 6' x 11' built by Sutton & Wood, Buffalo. In April 1887, her enrollment measures updated to: 112.2' x 23.7' x 7.6'; 204.26 grt, 140.72 net. In June 1888, the steambarge *Point Abino*, laden with lumber, sprang a leak and sank at her dock at Marysville, MI. She was raised and repaired. Her masters were: for the 1889 season, Captain James Warwick; and for the 1892 & 93 seasons, Captain George A. McCoy. In December 1899, the steambarge *Point Abino*, laden with coal, went ashore on Ballast Island, Lake Erie. Her cargo saved but the vessel salvaged.

In June 1902, ownership of the steambarge *Point Abino* was changed to S. M. Burnham, Port Huron & Ella D. Smith, Algonac, MI. In 1902, George Roberts was chief engineer.

May 1905, ownership shares of the steambarge *Point Abino* were transferred to S. M. Burnham & Oliver Durand, Port Huron, MI. In November of that year, bound from Chatham, Ont. for Michigan City, MI, the steambarge *Point Abino*, laden with beets, sprang a leak on the St. Clair Flats Canal and was beached. Her crew was removed and the vessel was abandoned and broke up in the winter storm that followed.



Charles Reitz: Alvin A. Turner, Trenton, MI, built a wooden propeller for the lumber trade. The steambarge was owned by Charles Reitz & Brothers Lumber Co., Chicago. She was enrolled at Chicago in July 1872 and her measures recorded as: 127.0' x 26.42' x 9.33'; tonnage recorded as: 245.52 grt, 168.72 net. She was issued official number 125088. Her engine was not recorded. Her master for the 1878

season was Captain Curran. In September 1889, the steambarge *Charles Reitz* caught fire off Manistee, Michigan, Lake Michigan; 1 life lost. In October of that same year, Captain Curran was severely injured while attempting to release the schooner barge *Florence Lester* (37177), which had been blown ashore & wrecked in a gale while in tow of steambarge *Charles Reitz*. In 1893, she received a steeple compound engine, 15", 28" bore x 26" stroke, 375 horse power, built by S.F. Hodge & Company, Detroit, and a firebox boiler, 8' x 14', 125 pounds steam, built by the Johnston Brothers, Ferrysburg, MI. Her consorts for 1893, 1894, 1898, 1899, and 1900 were schooners *John Mark* (45698), *Thomas Mark* (?), & *Agnes Potter* (1926). In 1893, the steambarge *Charles Reitz* received a steeple compound engine, 15", 28" bore x 26" stroke, 375 horse power, built by S.F. Hodge & Company, Detroit, and a firebox boiler, 8' x 14', 125 pounds steam, built by the Johnston Brothers, Ferrysburg, MI. In November she went aground while on the St. Mary's River. Released. In December 1895, the steambarge *Charles Reitz* was driven ashore in gale-blizzard near Pentwater, Michigan, Lake Michigan.

In January 1898, ownership of the steambarge *Charles Reitz* was changed to John O. Nessen et al, Manistee, MI. In August of that year the steambarge *Charles Reitz* stranded at Muskegon, MI. Released.

April 1899, ownership of the steambarge *Charles Reitz* was changed to R.G. Peters Salt & Lumber Company, Manistee, MI.

April 1904, her ownership was changed to Nessen Transportation Company, Michigan City, Ind. In 1906 the steambarge *Charles Reitz* was converted for the sand trade. Her masters for the 1906 season were Captain Chamberlain and Captain Daniel Mahoney.

In March 1907, ownership of the steambarge *Charles Reitz* was changed to Richard & William Burns, Detroit, MI. Later that month, ownership of the steambarge *Charles Reitz* was changed to M.A. Callahan, Cleveland, OH.

In May of 1907, ownership of the steambarge *Charles Reitz* was changed to Lake & River Sand Company, Cleveland, OH

In May 1912, ownership of the steambarge *Charles Reitz* was changed to James Normand, Cleveland, OH

Final enrollment was surrendered at Cleveland on March 1915 and endorsed "abandoned".



Riverside: George Irwin, Detroit built a wooden, propeller driven, excursion vessel for John P. Clark, Detroit. She was enrolled at Detroit in August 1872, with measures: 114.25' x 25.0' x 8.66'; tonnage: 153.82 grt, 102.90 net. Her official number was: 110058. She was equipped with a Fore & Aft Compound engine, 16", 31" bore x 24" stroke built by Frontier Iron Works, Detroit. The *Riverside* was built for the excursion trade. In September 1872, the propeller *Riverside* damaged her upper works in a collision with the schooner *J. Baker* on the Detroit River. During winter layup 1876/77, she had her main cabin enlarged at Detroit. Her master for the 1877 season was Captain John M. Mitchell. She ran between Chicago, and South Haven, MI as an excursion boat. In 1880, the propeller *Riverside* ran daily, leaving Amherstburg, Ont. in the morning for Detroit, touching at Texas, Gross Ile, Wyandotte, Petite Cote and Sandwich and returning from Detroit late in the afternoon. Her chief engineer for the 1880 season was William J. Gervin. Prior to the 1883 season, the propeller *Riverside* received a compound engine and was thoroughly overhauled prior to the 1883 season. Her master for the 1883 season was Captain Charles Hughes. In August of 1883, the propeller *Riverside* broke her shaft on the Detroit River. Repaired. Her master for the 1884 season were: Captain Charles Bryson Huse, Captain Santacrante, and Captain John Edwards. For the 1885 season her master was Captain Decans.

In 1894, ownership of the propeller *Riverside* was changed to W. F. Sullivan, Detroit.

In February 1895, ownership of the propeller *Riverside* was changed to E. W. Thorp, Detroit.

In 1896, ownership of the propeller *Riverside* was changed to L.P. & J.A. Smith, Cleveland. She was rebuilt as a tug and repowered: 114.3' x 25.1' x 5.5'; 92 grt, 50 net. She was renamed *Chauncy A. Morgan*.

In 1899, ownership of the propeller *Chauncy A. Morgan* was changed to Great Lakes Towing Company, Cleveland. In 1905, after being out of commission for three years, the Great Lakes Towing Co. dismantled the *Chauncy A. Morgan* at Cleveland, and her machinery was removed. The hull was use as a lighter around Chicago for 1905 & 06. In 1906, the hull was broken up at Fairport, OH. Her machinery went into the tug *Abner C. Harding* (US 204588) built in Chicago in 1908.

Mary R. Robertson: Hyslop & Ronald at Chatham, Ont., built a wooden propeller for Robertson & McKellar, Goderich, Ont., to be used in the bulk freight trade, running from Collingwood to Chicago. Her measures were: 136.0' x 23.7' x 11.4'; tonnage: 378.0 grt, 257.0 net. She was equipped with a high-pressure compound engine, 36" bore x 34" stroke, 100 horsepower, built by Hyslop & Ronald in 1872. Her master for the 1872 season was Captain J. McPherson. In July 1872, bound down from Chicago for Collingwood, the steambarge *Mary R. Robertson*, was laden with 16,500 bushels of wheat and the schooner barge *New Dominion* in tow. On the 29th of that month, while off Skillagalee lighthouse, Michigan, the steambarge caught fire and the crew abandoned the vessel. She drifted into Hog Island Bay and was totally destroyed by the fire. The burned hull was towed to Detroit, where she was rebuilt during winter layup 1872/73.

Ownership of the steambarge *Mary R. Robertson* was transferred to Craig & McKellar, Kincardine, Ont. April 1873. In October 1873, the rebuilt steambarge *Mary R. Robertson* stranded at Little Current, on Manitoulin Island in Georgian Bay. She was raised and towed to Detroit for repairs. In September 1874, she had her cargo of grain damaged on Lake Huron. Property loss was set for the hull at \$600, and for the cargo at \$1,000.

In 1875, ownership of the steambarge *Mary R. Robertson* was transferred to McKellar, Chatham, Ont. Her master for the 1876-77 seasons was Captain J. McArthur.

In 1877, ownership of the steambarge *Mary R. Robertson* was changed to Charles S. Wilson, Picton, Ont. In July 1878, the steambarge *Mary R. Robertson*, while leaving Bying Inlet, Ont., Georgian Bay, laden with a cargo of lumber, struck a rock, holing her hull and sank in ten feet of water. The cause of the incident was caused by a buoy that had been shoved out of the regular channel. The steambarge was raised and moored at a pier near the mill at Bying Inlet, where she caught fire and burned to the water's edge. She was raised and rebuilt at Chatham, ONT for the passenger & freight trade. Her measures were: 140.0' x 26.2' x 11.0'; 635.0 grt, 431.8 net.

Ownership of the steambarge *Mary R. Robertson* was changed to the Great Northern Transit Co., Collingwood, Ont. and she was first enrolled at Collingwood, Ont., April 14, 1880. She was renamed *Simcoe*, and assigned official number C78023 in May 1880. Her master for the 1880 season was Captain Robert Hill with John Nesbit as chief engineer. In November of 1880, bound down from Chicago for Collingwood, Ont., the steambarge *Simcoe*, laden with corn and general freight, sprang a leak during a storm on Lake Huron. She foundered stern first off Simcoe Point, Providence Bay, Manitoulin Island. Thirteen lives lost.



Sarah E. Sheldon: Quayle & Peck at Black River (Lorain), OH, built a wooden steam barge for S.H. Sheldon, 2/5, et al, Cleveland, to be used in the bulk lumber trade. Enrolled at Cleveland on October 5, 1872, her measures were recorded as: 184.10' x 32.33' x 13.66', with tonnage set at 640.02 grt, 517.0 net. She was assigned official number 115083. She was powered by a Steeple Compound engine, 20", 40" bore x 30" stroke, 570 horsepower, built by Cuyahoga Furnace Co., Cleveland in 1872. Steam was generated by a firebox boiler, 6 1/4' x 16', 90 pounds steam, built by Cuyahoga Furnace Co. Her master for the 1872 season was Captain Peter H. Findlay.

Ownership of the steam barge *Sarah E. Sheldon* was changed in April 1873 to Lucy A. Russell, Cleveland. She towed the bark *Sigel* in the Marquette iron ore trade. Her master for the 1873 season was Captain Jim Pellett. In September 1876, after being rebuilt, the steam barge *Sarah E. Sheldon* enrollment measures were updated at Cleveland to: 2 decks, 3 masts; 184.1' x 32.4' x 13.8'; 907.24 grt, 739.65 net.

April 1884, ownership of the steam barge *Sarah E. Sheldon* was changed to: Morris A. Bradley, 1/5; Harvey H. Brown, 1/5; George Stone, 1/5; C.E. Grover, 1/5; Bradley Transportation Co, 1/5, all from Cleveland, OH. Her master for the 1884 season was Captain Greenlee. In June 1884, bound down from Marquette, MI to Erie, PA, laden with iron ore, the steam barge *Sarah E. Sheldon* sprang a leak during a gale on Lake Erie and while putting into Cleveland, struck the west pier because of the water in her hold made her unmanageable. Repaired.

In April 1885, ownership of the steam barge *Sarah E. Sheldon* was transferred to Morris A. Bradley, 1/5; Harvey H. Brown, 1/5; C.E. Grover, 1/5; Bradley Transportation Co, 1/5; et al. Master of the steam barge *Sarah E. Sheldon* was Captain Thomas Jones, 1886-87 seasons. In November 1887, the steam barge *Sarah E. Sheldon* collided with and wrecked the schooner *Alva Bradley* (1910). Captain George A. McLeod with Fred E. Wheeler as chief engineer was master for the 1892 season. In May 1893, the propeller *H. Houghton* (U96006) collided with the steam barge *Sarah E. Sheldon* at Toledo, cutting down her stern. During winter layup 1893/94, the steam barge *Sarah E. Sheldon* was cut down and rebuilt. Her enrollment measures were updated at Cleveland in May 1894 to: 1 deck, 1 mast; 693.42 grt, 517.23 net. Bound down, in October 1894, for Chicago from Duluth, MN, the steam barge *Sarah E. Sheldon*, while

towing her consort *Samuel P. Ely* (23780), both laden with lumber, lost part of their deck load and was damaged in a gale off Keweenaw Point, Lake Superior. In September 1897, the steam barge *Sarah E. Sheldon*, bound for Tonawanda, NY, went aground in the Niagara River below the International Bridge. Released. The following month, she went aground on Fighting Island, Detroit River due to low water. Released. In June 1898, the *Sarah E. Sheldon* was laid-up at Buffalo due to business turn down. In 1899, she received a steel boiler-house and a reinforced bow for ice work.

In April 1905, ownership of the steam barge *Sarah E. Sheldon* was transferred to Morris A. Bradley, Cleveland, OH; et al. In October of that same year, bound up, from Cleveland for Sarnia, ONT, the steam barge *Sarah E. Sheldon*, laden with a cargo of coal, became stranded on a reef just east of Lorain on Lake Erie, broke up and sank in 600 feet of water, during a gale and became a total loss. Two lives lost.

Final enrollment surrendered at Cleveland, October 23, 1905, and endorsed "vessel lost".



R. W. Standley: J. Simpson at Chatham, Ont., built a wooden propeller for the package freight trade. Her owner was Mr. Greenwood of Chatham and the vessel ran in the Dominion Line; Montreal, to Chatham & Chicago. She was launched at Chatham in October 1872 and was named after a Goderich Ont. resident. Her measures at launch were: 136.0' x 24.0' x 12.0'; 340 grt, 275 net.

Ownership of the propeller *R. W. Standley* was changed, in 1873, to Wiley & Young, Hamilton, Ont. For the 1874 season, the *R. W. Standley* ran on the Western Express Line; Toledo to Port Dalhousie, Ont. In November 1874, the *R. W. Standley* went ashore during a gale at Amherst Island, Lake Ontario. Repaired and the property loss was set at \$1,000. The *R. W. Standley*, belonging to the insolvent estate of Wiley & Young, was held, in 1875, as security by Merchants Bank. In October of that year, lying in winter moorings at Zealand Dock, Hamilton, Ont., the *R. W. Standley* caught fire. She was lying between the propeller *Bristol* (C-1862) and the propeller *Zealand* (C-?) who both caught fire and burned before assistance arrived. The propeller *Zealand* was cut adrift and shoved off after being scorched. The propellers *R. W. Standley* and *Bristol* burned to the water's edge and were sunk.

Ownership of the burned-out hulk *R. W. Standley* was changed to A. M. Robertson, Hamilton, Ont. The hull was raised and rebuilt at Hamilton, Ont. and renamed *St. Magnus*, (C77693): 180.0' x 28.0' x 14.0', 852.85 grt, 540.94 net. She was launched June 21, 1880 and was built to run Kingston - Hamilton, Ont., carrying 38 passengers as well as package freight. She was powered by an upright high-pressure engine, 26" bore x 29" stroke, 250 horsepower, built by Hyslop & Ronald Iron Works, Chatham, Ont. In October 1880, bound up, the propeller *St. Magnus* struck the stone pier at Lachine and required four pumps operating continuously to make it to Kingston. She was temporarily repaired then taken to Port Dalhousie for repairs.

Her master for the 1881 & 82 seasons was Captain David Allen Kiah. With the opening of the Welland Canal in 1882, the propeller *St. Magnus* ran in the grain trade, between Montreal and Lake Superior.

Her master for the 1883 & 84 seasons was Captain J. C. Burrows. January 1884, during a gale, the *St. Magnus* lost an anchor and 40 fathoms of chain under Long Point while taken refuge from the storm in the lee of the Point.

Master of the *St. Magnus* for the 1885 season was Captain Wood. September 1885, bound from Kingston to Port Arthur, the propeller *St. Magnus* and the tug *Bob Hackett* (C-1869) collided near the head of Bois Blanc Island, Detroit River. The *Hackett* sank in 16 feet of water. The *St. Magnus* was repaired by the Detroit Dry Dock Co.

Master of the propeller *St. Magnus* for the 1886 season was Captain William Zealand; and for the 1888 season Captain Kennedy. Bound down from Toledo for Kingston in September 1888, the *St. Magnus* ran on a shoal, opposite Swift's Wharf, Kingston. Lightered to be released. In November 1890, while at Port Arthur, Ont., Lake Superior, the propeller *St. Magnus* broke her wheel and could not leave port.

January 1892, ownership of the propeller *St. Magnus* was changed to John J. & William Robertson, Hamilton, Ont.

In February of that same year, ownership of the *St. Magnus* was changed to Robert O. & Adam MacKay, Hamilton, Ont. for \$16,000. June 1894, the *St. Magnus* ran ashore due to fog and a compass error, 30 miles north of Two Harbors, MN, Lake Superior. She was lightered and released. Master of the *St. Magnus* for the 1895 season was Captain John Clifford. June 1895, while being loaded with pig iron, the *St. Magnus* capsized at Cleveland, due to improper loading. She was raised and towed to Port Colborne, Ont. for repairs. In that same month, while lying in Muir's Ship and Dry Dock, Port Colborne, the propeller *St. Magnus* caught fire, from a fire in the company's warehouse, and burned to the water's edge. She was declared a total loss.

Shipwright William Carson, acquired and recovered the burned hulk of the *St. Magnus* and built the tug *Magnolia* on her remains for her owner James August 19, 2024

Playfair, Midland, Ont. The tug *Magnolia* was registered at Toronto and assigned official number C130690; her measures recorded were, 136.0' x 21.4' x 13.7'; 366.67 grt, 191.22 net. She was powered by steeple compound engine: 20" x 36" bore x 30" stroke, built by Beckwith Engine Co., Hamilton, Ont. Steam was generated by a 11' x 10', 100 psi, scotch boiler. Her original owner was the Midland Towing & Wrecking Co., Midland, Ont.

Masters of the towboat *Magnolia* were: Captain Robert H. Gilbertson (1899 - 1904) with A. E. House (1899-1900), Edward House (1901-02, 1904), F. Goolwin (1903) as chief engineers; Captain James B. Clark (1905-07) with John Doran (1905-06) and John Kinnel (1907) as chief engineers; Captain Alex B. Cuff (1908 - 10) with George Wilson (1908-10) as chief engineer; Captain L. Cuff (1911) with Tom Nolan (1911) as chief engineer; and Captain Alex B. Cuff (1912 - 13) with Thomas Noland (1912). William Malcolm (1913, 15) and Thomas Hazlett (1917) as chief engineers.

In 1919, the towboat *Magnolia* was rebuilt at Midland, Ont. and renamed *Luckport* C103690, 231 grt.

Ownership of the tug *Luckport* was changed to the Canada Steamship Lines in 1920. Masters of the towboat *Luckport* were: Captain Charles Lynn (1920) with John Belmore (1920) as chief engineer; Captain W. Nichols (1921-23) Robert H. Isbester (1921-22) and John Belmore (1923-24) as chief engineer; and Captain Clifford R. Bradley (1924-25) and Henry McElroy (1925) as chief engineer.

In 1926, ownership of the towboat *Luckport* was changed to Burke Towing & Salvage. Master of the towboat *Luckport* was Captain Albert Lanique (1926) with Henry McElroy (1926) as chief engineers.

In 1930, the towboat *Luckport* was abandoned. In 1934, the towboat *Luckport* was dismantled and in December of that year, destroyed by fire at Midland, Ont., Georgian Bay. The remains were scuttled off shore from Kettle's Beach, Sawlog Bay, Penetanguishene, Ont.

Alanson Sumner: Goble & McFarland, at Oswego, NY, built a wooden towboat for Alanson S. Paye, also from Oswego, to be used towing of bulk trade schooners. Enrolled at Oswego, June 7, 1872, her measures were: 127.0' x 24.16' x 11.10'; 207.42 grt. She was equipped with a Steeple Compound engine, 20", 28" bore x 32 stroke built by Trout (King Iron Works), Buffalo, NY. She was assigned official number 105155. Master of the tug *Alanson Sumner* for the 1873 & 74 seasons was Captain Thomas Dobbie.

In January 1873, ownership of the tug *Alanson Sumner* was transferred to: Alanson S. Paye, 1/2; Sally F. Dobbie, 1/2, both from Oswego, NY.

In April 1874, ownership of the tug *Alanson Sumner* was transferred to: Truman C. Gilchrist, 1/2;

and the trustees of Alanson Paye in Bankruptcy, 1/2; both from Oswego NY.

Later that same month, ownership of the tug *Alanson Sumner* was changed to Thomas Dobbie, Oswego NY, et al.

In June 1879, ownership of the tug *Alanson Sumner* was transferred to Thomas Dobbie, 1/2; and Alanson Paye, 1/2, both from Oswego NY.

In March 1880, ownership of the tug *Alanson Sumner* was changed to Henry J Daggett, New Haven NY.

In April 1884, the enrollment was changed to show the ownership of the tug *Alanson Sumner* had been transferred to Henry J Daggett, New Haven NY; and Mary E. Snow, Oswego NY (shares not given). Her tonnage was changed to 269.9 grt. Early the following month, while at Oswego, NY, the tug *Alanson Sumner* caught fire and burned to her deck line. Rebuilt. For the 1885 season, she was in passenger service on Lake Superior, between Port Arthur, Ont. and Duluth, MN. During winter layup, the tug *Alanson Sumner* received a new 12' x 12' boiler, built by Phoenix Iron Works, Port Huron.

In April 1886, ownership of the tug *Alanson Sumner* was changed to Frank W. Gilchrist, Alpena MI.

The following month, ownership shares were recorded as: Frank W. Gilchrist, 1/3; Frank N. Fletcher, 1/3; and Charles W. Richardson, 1/3; all from Alpena MI.

In June 1887, ownership shares of the propeller *Alanson Sumner* were transferred to Frank W. Gilchrist, 2/3, with Frank N. Fletcher at 1/3 share.

June 1889, ownership of the tug *Alanson Sumner* was changed to Henry Howard (Howard Towing Assn.), Port Huron MI. Master of the tug *Alanson Sumner* for the 1891 season was Captain Chris Smith.

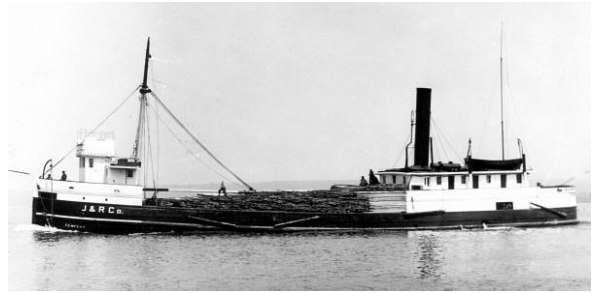
In August 1893, ownership of the tug *Alanson Sumner* was shown as the Huron Transportation Co.

In August 1896, enrollment record for the tug *Alanson Sumner* indicated ownership had been transferred to H.A. Botsford, 1/2; and Maria J. Carey, 1/2, both of Port Huron MI. The tug *Alanson Sumner* had been rebuilt as a steambarge at Port Huron and her tonnage was recorded as: 256.23 grt, 161.98 net.

In January 1897, ownership of the steambarge *Alanson Sumner* was changed to Asa R. Cole, 1/2; and Ezra C. Carleton, 1/2; both of Port Huron MI.

June 1898, ownership of the steambarge *Alanson Sumner* was changed to A.M. Smith, St. Clair MI. Her engine was removed and the steambarge *Alanson Sumner* was scuttled and sank in Lake St. Clair.

Final enrollment for the steambarge *Alanson Sumner* was surrendered, May 26, 1899.



Tempest: Philander Lester, at Marine City, MI, built a wooden steambarge for his brother David Lester, president of the Toledo & Saginaw Transportation Co., Toledo OH. She was enrolled at Port Huron on July 22, 1872 and her measures recorded as: 159.0' x 30.0' x 12.5'; 412.15 grt. 341.72 net. She was powered by a High-Pressure engine, 26" bore x 36" stroke, built by Riverside Iron Works, Detroit. Steam was produced by a tubular boiler, 8' x 18', built by John Brennan Company, Detroit. At enrollment she was assigned official number 24940. She was built for the bulk freight "lumber" trade.

Masters of the steambarge *Tempest* for the 1872 season was Captain Frank D. Lang with John T. Farnham, 1881-82; and Alfred A. Green, 1883-84 as chief engineers. Captain James Taylor was master for the 1885 season with James Lyon as chief engineer. In 1886, the steambarge *Tempest* had her engine rebuilt as steeple compound, 21", 38" bore x 36" stroke, 390 horsepower, by Samuel F. Hodge Company. In the following year, 1887, the steambarge *Tempest* received a new boiler, 9' x 16', 100 pounds steam, from Love & Schofield, Port Huron.

In February 1889, ownership shares for the steambarge *Tempest* were changed to: Thomas S. Lester, 1/3; Mathew A. Scott, 1/3; and J.M. Balfour, 1/3, all from Marine City, MI. Charles A. Heisner was chief engineer for the 1888/89 season.

In April 1890, ownership shares for the steambarge *Tempest* were transferred to: Thomas S. Lester, 1/3; Mathew A. Scott, 1/3; and Henry G. Lester, 1/3, all from Marine City, MI. In April 1893, the steambarge *Tempest* was badly scorched while moored at Hodge's Dock, Detroit when a nearby steamer caught fire and burned. Master of the steambarge *Tempest* for the 1899 season was Captain George H. Lester with C. S. Cas as chief engineer.

In May 1904, ownership shares for the steambarge *Tempest* were transferred to: Thomas S. Lester, 1/4; Mathew A. Scott, 1/4; and Henry G. Lester, 1/4, all from Marine City; and Edward Allum, 1/4, Hensen's Island, MI. In November of that same year, the steambarge *Tempest* stranded at Vail's Point, Georgian Bay. Released.

In April 1906, ownership shares for the steambarge *Tempest* were transferred to: Thomas S. Lester, 1/3; Mathew A. Scott, 1/3; and E.S. Beach, 1/3, all from Marine City, MI. Her master for the 1906 season was Captain William Quinlan. In September 1906, the steambarge *Tempest* stranded on a shoal at

Emerson, MI, on Lake Superior. She was holed amidships and required repaired.

In May 1907, ownership shares for the steambarge *Tempest* were transferred to John H. Walther, 5/8; Riley M. Burrington, 1/4; and Charles Babcock, 1/8, all from Marine City, MI.

In February 1910, ownership shares for the steambarge *Tempest* were transferred to: John H. Walther, 7/8; and Charles Babcock, 1/8, both from Marine City, MI.

In April 1911, ownership of the steambarge *Tempest* was transferred to John H. Walther, Marine City, MI.

January 1912, ownership of the steambarge *Tempest* was changed to Bert Rasch, 1/2; and Fred J. Johnson, 1/2, both from Chicago, IL.

In April 1912, ownership of the steambarge *Tempest* was transferred to The Johnson & Rasch Lumber Co., East Chicago, IL. Master of the steambarge *Tempest* for the 1912 season was Captain Fred Johnson with Bert Rasch as chief engineer. During winter layup of 1913, the steambarge *Tempest* was rebuilt at Sturgeon Bay, WI. Her pilot house was raised on the forecastle.

May 1915, ownership of the steambarge *Tempest* was changed to Joseph Wolter, 1/2; and August Reiboldt, 1/2, both from Sturgeon Bay, WI.

In May 1916, ownership of the steambarge *Tempest* was changed to Hamilton Transportation Co., Michigan City, IN. Master of the steambarge *Tempest* for the 1916 & 17 seasons was Captain Peter Ward with John F. Higgle in 1916 and James Reed in 1917 as chief engineers.

In May 1918, ownership of the steambarge *Tempest* was changed to Charles H. Lawrence, Brooklyn, NY. Master of the steambarge *Tempest* for the 1918 season was Captain John Lester with James Reed as chief engineer. In August 1918, down bound from Erie, PA to Montreal, Que., laden with coal and towing the schooner barge *J.I. Case*, the steambarge *Tempest* sprang a leak about twenty miles northwest of Erie on Lake Erie. She turned back, trying for port when she sank 20 miles off Erie, PA. One life was lost.

Final enrollment documents for the steambarge *Tempest* were surrendered July 18, 1919.



Transit: Henry Jenkins, of the Jenkins Brothers, Walkerville, Ont. built for the Great Western Railway/Grand Trunk Rail Road a wooden propeller driven, 3-deck, car ferry (rail ferry). She was enrolled at Windsor, Ont. in October 1872. Her recorded

measures were: 168.0' x 40.0' x 15.0'; 1057 grt, 719 net. She was powered by four engines with a nine-inch stroke that drove two wheels. Builder unknown. The car ferry *Transit* was built for the transfer of freight and passengers between Sarnia and Port Huron across the St. Clair River. Her three decks carried: first deck had double rail car tracks and could carry five rail cars per track; the second deck contained a passenger cabin; and the upper or hurricane deck had the pilot house. Her build cost was \$85,000. In August 1873, the railway steamer *Transit* struck and severely damaged the towboat *Bob Hackett* (C-1869) while she was moored at the Great Western dock, Windsor, Ont. During winter layup, 1876/77 she was overhauled. Readmeasured, her enrollment measures were updated to: 1057.66 grt, 719.21 net. During the depression of 1884, the railway steamer *Transit* was laid up at the Grand Trunk Rail Road Dock. In March 1889, the railway steamer *Transit* caught fire at her layup dock and burned to a total loss.

Ownership of the sunken remains of the rail steamer *Transit* was changed to John Nesbitt, Windsor, Ont. In November 1889, he had her raised and her machinery stripped and sold.



Victoria: Detroit Dry Dock Co., Detroit, built for the Detroit, Belle Isle & Windsor Ferry Co.; Captain W. R. Clinton, Windsor, Ont. a wooden propeller driven ferry for the passenger ferry trade on the Detroit River. Launched in 1872 as hull # 00024, she was enrolled at Detroit, March 22, 1873. Her enrollment measures were: 96.3' x 28.0' x 10.4'; 192.17 grt, 116.38 net. She was powered by a high-pressure engine, 20", 20" bore x 24" stroke, 350 horsepower, built by Detroit Dry Dock Engine Works, Detroit. Steam was generated by a firebox boiler, 7' 6" x 17' 6", 90 pounds steam, built by Desotelle & Hutton Works, Detroit. She was assigned official number 25868. In January 1885, the ferry *Victoria*, making hourly trips across the Detroit River, had her iron sheathing torn off by ice. In February 1885, the ferry *Victoria* sprang a leak while working her way across the Detroit River in ice. Dry docked for repairs. Master of the ferry *Victoria* was Captain John Foster from 1896 to 1900. In April 1897, the ferry *Victoria* was damaged by the steel steamer *City of Detroit* (126546) by jamming her against her dock. Loss \$300.

In 1900, ownership of the ferry *Victoria* was changed to Walter E. Campbell. For 1901 to 1920, the master of the ferry *Victoria* was Captain Peter Williams

with Walter M. Merrill as chief engineer from 1899 to 1912.

In 1916, ownership of the ferry *Victoria* was changed to Detroit & Windsor Ferry Co. For 1920, the *Victoria* ran on the St. Lawrence River.

Canadian owned in 1925, the ferry *Victoria* was dismantled by Consdine & Reid, Windsor, Ont. and converted to a scow barge for use as a pile driver. Not registered.

The barge *Victoria* was out of service in 1926 and broken up at Detroit in 1929.

Phillip Walter: Lewis Jackman, Sandusky, OH, built a wooden, sidewheel steambarge to be used in the passenger, package freight trade. Enrolled at Sandusky, July 10, 1872, her recorded measures were: 94.3' x 21.6' x 5.7', 102.4 grt, 51.2 net. She was powered by a high-pressure engine, 18" bore x 48" stroke, builder unknown. Steam was generated by a tubular boiler, 72" x 144", 73 pounds steam, built by Neil Moore, Sandusky. She was assigned official number 20414.

In 1873, ownership of the sidewheel steamer *Philip Walter* was changed to J. Homegardner, Sandusky, OH. She would be employed in the stone trade and ran Sandusky to Toledo. In 1877, the sidewheel steamer *Philip Walter* was rebuilt, 105' x 20' x 5.5'; 102.4 grt. In 1881, the steamer *Philip Walter* was employed in the lumber trade and ran Sandusky to Toledo. Master of the steamer *Philip Walter* in 1884 was Captain Jas Weldenhoefer with Philip C. Mayer as chief engineer for the 1884 & 85 seasons. During winter layup 1886/87, the steamer *Philip Walter* was lengthened and rebuilt at Port Clinton, by J. G. Gillespie. Her measures were recorded in May 1887 as: 126' x 22' x 8'; 197 grt.

June 1887, bound Marblehead, OH for Cleveland, laden with general merchandise and stone, the sidewheel steamer *Philip Walter* capsized and sank in a storm on Lake Erie. Her remains lie 3 miles off Lorain, OH in 55 feet of water. Eight to twelve lives were lost.

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. **Freshet:** a great rise or overflowing of a stream caused by heavy rains or melted snow.

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: $Tonnage = ((length - (beam \times 3/5)) \times Beam \times Beam/2)/94$

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 steam barge *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 $1533\frac{3}{4}$ 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 fore-castle 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, which 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.)