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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), 82. Used by permission of the estate of Edwin Tunis

# Ropewalk

The Newsletter for  
Shipwrights of Central Ohio  
 December 2020

**Next Meeting: January 16, 2021**  
**"The Principles of Rigging"**

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Nubble Light, York ME

*Wishing you and your family a very  
 Merry Christmas  
 and a  
 Happy New Year.*

## December

We have much to be thankful for this holiday season. We are thankful for all those on the front lines, serving and protecting us during this pandemic.

I repeat my monthly advice and urge all of you to take care of yourself and your families. Look to those you know who may need help or are lonely and need human contact.

I wish you and yours a very Merry Christmas and a Happy and safe New Year.

Your editor.

## December Meeting

And yet, another Zoom meeting! Even with a vaccine available, I do not think we will be meeting in person until, maybe, mid-2021. My expectation, even after we can meet together in person, that with many of our members remote from Central Ohio, we will still include zoom connections. More to learn, but we are doing that with each meeting.

Last month our zoom master was working from California and our guest speaker, presenting from Chicago. This month we went International. Our guest speaker, Chris Watton of Vanguard Models joined us from Cinderford, Gloucestershire, UK. We had an excellent turnout.

I want to welcome Steven Keller, Chagrin Falls and Robert Rafferty, Mt. Vernon. I was planning to share Christmas cookies, but I am still working out how to provide cookies in Zoom meetings. So, sorry guys, I will have to eat them myself. Such a sacrifice.

Again, thanks to Bob (our Zoom Master) for taking on the responsibilities for scheduling, notification and hosting. Stay safe, Bob.

## Business

### Zoom Note

If you have had trouble signing in, I encourage you to contact Bob, *Please*. He can help you to connect and can be reached at either:

([rmains1@columbus.rr.com](mailto:rmains1@columbus.rr.com)) or  
([rmains43@gmail.com](mailto:rmains43@gmail.com))

### Membership Dues.

It is that time of year again - membership dues for 2021 are due by January 2021.

Our club constitution states: "The annual dues for Regular members shall be \$20.00, payable by January. Annual dues for Associate members shall be \$10.00 payable by January."

We will continue to send out the newsletter through March 2021. If the 2021 dues are not paid by then you will be dropped from the members list.

Make your checks out to "**Shipwrights of Central Ohio**" and send to:

**Lee Kimmins**  
**Shipwrights of Central Ohio**  
**5298 Timberlake Circle**  
**Orient, OH 43146-9249**

### 2021 Presentations

Thank you to all who responded with your selections for the 2021 presentation schedule. The following is the planned presentation schedule for 2021 with the tentative presenter:

1. The Principles of Rigging - Nyberg
2. Carving ship decorations - Dowler
3. History of Ship Modeling - Nyberg
4. Photographing models - Phelps
5. Setting Up a Hahn Frame Jig - Nyberg
6. **Sail making - Open**
7. **Hand metal working - Open**
8. Steam Engines - Nyberg
9. Super detailing - Boeck
10. Illuminating models - Amato/Phelps
11. The Evolution of the Wooden Ship - Nyberg
12. From CAD drawings to component parts - Kimmins

Still looking for presenters for the topics highlighted in red. Review the list and volunteer to lead a discussion.

### NRG - Ohio

The Nautical Research Guild (NRG) provided the club a list of NRG members living in Ohio for us to contact one-time. The list contained the names and email address of 32 NRG members, of which 6 were members of the Shipwrights of Central Ohio. Of the 26 emails sent, we have heard from 7. Those seven were invited to join our Zoom meeting, December 19<sup>th</sup>.

We welcomed to the meeting Steve Keller, Oxford and Robert Rafferty, Mt. Vernon. Welcome.

### NRG Chapter Clubs

Chapter Clubs were originally part of the NRG structure and had been discontinued many year ago. The Board was approached by some of the members and after some consideration they have amended the Bylaws to establish Chartered Chapters.

The requirement for a club/guild/society to become an NRG Chapter Club is:

- Have at least 5 members who also belong to the NRG.
- Complete an application and pay a yearly chapter fee of \$30.

At this time, the advantage to be an NRG Chapter club is the availability to purchase a \$1,000,000 liability insurance policy for a \$100 yearly fee. This policy would provide protection for the club and its members arising from injuries to people or property during club activities.

I have shared this information with the club NRG members and the club officers. Before I proceed with the application, I would like to hear your thoughts. Reply to me at [shipwright@wowway.com](mailto:shipwright@wowway.com).

### "Great Harry" Update

Darrell reports that the masts and standing rigging are almost complete. Here are a couple of photos of his work to date.



They are tall!

## Presentation:

### Chris Watton – Vanguard Models

Our guest speaker, Chris Watton, joined us from the UK to tell us his background and answer our questions. He designs the ship model kits offered through Vanguard Models.

Chris has been a ship model designer with over 25 years' experience. He recently designed the "Amati" *Victory*, range of scale model kits. He left them in 2018 to start Vanguard Models so that he could design model kits of ships he was interested in. Below are a few from his website.



1:64 Fifie *Lady Eleanor*



1:64 *HMS Flirt*



1:64 *HMS Speedy*

Check out his web site at

<https://vanguardmodels.co.uk/>. "Ages of Sail" is the U.S. distributor and Vanguard Models can be found at: <https://www.agesofsail.com/ecommerce/new-vanguard-models.html>

## Ships on Deck:

We had a very good display of what our members are working on. Here is what your fellow craftsman have been doing during our isolation. Very nice work.

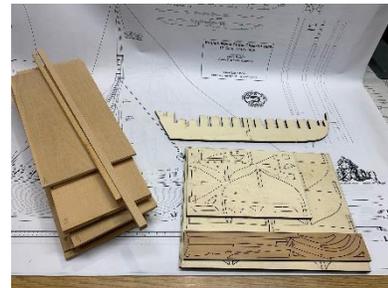
### Victorian Steam Launch

John Boeck



### English Naval Cutter *Cheerful* 1806

Mike Dowler



Mike's next project "POB: at 1:48 scale from Syren Ship Model Co.

### *U.S.S. Constitution*

Steve Keller





1:96 scale – Active and on-going project

**DD 847 Robert I. Wilson**

Steve Keller



1:48 scale. Steves father served on the *Robert L. Wilson* at the end of WW II. This to is also an active and on-going project.

**U.S.S. Constitution**

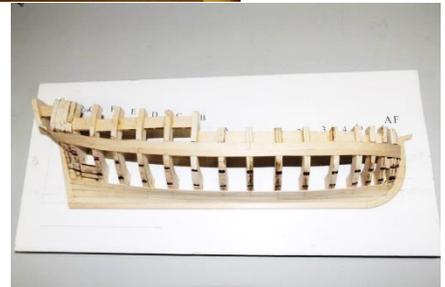
Mike Knapp



Mike has finished the hull construction and is starting on the mast construction.

**NRG "Intro to Planking" Kit**

Robert Rafferty



Bob's project is the Nautical Research Guild's "Introduction to Planking" Half-Hull model. He considers this an excellent model for him as a beginner. The manual that comes with it is very detailed and there is a really good instructional build log by T. Levine on the MSW forum. He says that in spite of these great resources he makes a lot of mistakes as he goes.

Bob that's how we have all learned. We are here to help.

**U.S.S. Perry**

Stan Ross





Stan is ready to start on his favorite thing, adding shrouds and trying to get the dead eyes reasonably even! Model is in 1/8' scale.

### Armed Virginia Sloop 1768

Bill Nyberg



The transom is planked and I am now working on scuppers and oar locks. Also considering putting this project in storage and turning to building either a Great Lakes bulk carrier or a Great Lakes tug. Too many models to build and not enough time.

### Odds and Ends

#### Nautical Terms

**Caulk:** To create a watertight seal between structures. In traditional carvel construction this involved hammering oakum (recycled rope fibers) or caulking cotton into the slightly tapered fine gaps between the hull or deck planks and, in older methods, covering with tar. The expansion of the fibers in water tightens up the hull, making it less prone to racking movement, as well as making the joint watertight.

**Celestial Navigation:** Navigation by the position of celestial objects, including the stars, Sun, and Moon, using tools aboard ship such as sextant, chronometer, and compass, and published tables of the position of celestial objects. Celestial navigation was the primary method of navigation until the development of electronic global positioning systems such as LORAN and GPS.

**Ceiling:** Planking attached to the inside of the frames or floors of a wooden hull, usually to separate the cargo from the hull planking itself. The ceiling has different names in different places: limber boards, spirketting, quick work. The lower part of the ceiling is what you are standing on at the bottom of the hold of a wooden ship.

**Centerboard:** A board or plate lowered through the hull of a sailing vessel on the centerline to resist leeway. Very common in a dinghy, but also found in some larger boats.

**Chafing:** Wear on a line or sail caused by constant rubbing against another surface.

**Chafing gear:** Material applied to a line or spar to prevent or reduce chafing.

**Chain locker:** A space in the forward part of a ship, typically beneath the bow in front of the foremost collision bulkhead, that contains the anchor chain when the anchor is secured for sea.

**Chain plates:** Iron bars bolted to a ship's side to which the dead-eyes or rigging screws of the lower rigging and the back-stays are bolted.

**Chain-wale or channel:** A broad, thick plank that projects horizontally from each of a ship's sides abreast a mast, distinguished as the fore, main, or mizzen channel accordingly, serving to extend the base for the shrouds, which supports the mast.

**Chains:** Small platforms built into the sides of a ship to spread the shrouds to a more advantageous angle. Also used as a platform for manual depth sounding.

**Charley Noble:**

The metal stovepipe chimney from a cook shack on the deck of a ship or from a stove in a galley.

Glossary of Nautical terms Wikipedia

### Other Notes: "Stuff" - Tugs & Things

#### Nautical Research Journal

A little blatant advertisement. If you are not already an NRG member, go to [info@thenauticalresearchguild.org](mailto: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 - \$50

E-Journal - \$40

Combined - \$65

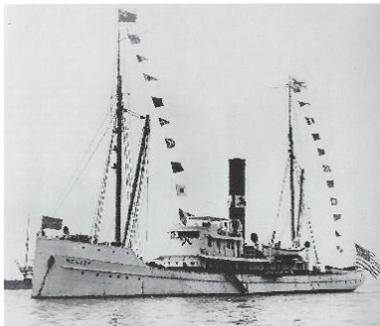
For those reading this newsletter and are not receiving the Journal, the Winter 2020 issue contained:

Modeling a pair of 8-foot dinghies; Thoughts on making realistic ensigns and flags; an article on the first ship in George Washington's Army – *Hannah*; and in the Shop Notes & Tips & Techniques section: Another way to make sea bases for waterline models; Two table saw safety tips; and Simulating cane or rush seats.

There is always something to expand your knowledge of ship modeling and maritime history.

## Tugs

### Relief



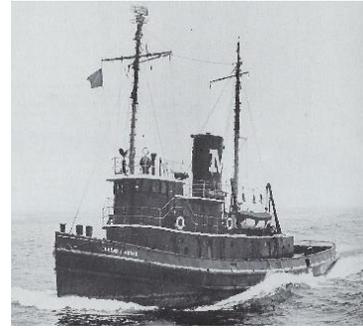
Built as a steel hulled wrecking tug by Harlan and Hollingsworth, Wilmington, Delaware in 1907 for the marine salvage company Merritt and Chapman Derrick and Wrecking Co., New York. She was 184.6' x 30.2' x 20.6' and was powered by a 1600 horsepower steam engine. She had accommodations for 26 men, a large crew that included such specialists as divers and riggers.

The U.S. Navy acquired her on 8 August 1918 for World War I service. The Navy gave her Id. No. 2170 and commissioned her on 19 August 1918. *Relief* operated as a salvage and wrecking tug in the New York area while assigned to the 3<sup>rd</sup> Naval District into 1919. She was sold to her former owner on 14 May 1919, and remained in commercial service between the two world wars. During World War II, *Relief*, although remaining [civilian](#)-owned and -operated, supported the U.S. Navy under the direction of its Bureau of Ships. *Relief* subsequently returned to mercantile service until placed out of service in 1955.

The *Relief* operated worldwide. The photo above was taken in United Kingdom water. This is known since the flag displayed on her foremast is British.

(Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980 and the Towboat Information web site)

### Edmond J. Moran



The *Edmond J. Moran* an ocean-going rescue and towing tugboat. She was built in 1940 as a diesel-powered tug at Beaumont, TX for Moran Towing & Transportation Co. She was 115.5' x 29.5' x 13.3'. She was powered by a 1900-horsepower engine. She has a civilian design but was intended for wartime use.

She was chartered by the U.S. Government during the World War II and saw service in the North and South Atlantic and Pacific, logging over 100,000 miles. She encountered U-boats and sank one off the East Coast of Florida and rammed another off Cuba. Her duties included towing ocean going barges and invasion craft and assisting crippled ships. Her wartime significance is emphasized by the radar on her foremast.

In 1946, she was returned to Moran Towing Co. of New York. In 1976, Beltema Dock & Dredge bought the tug from Moran and brought her to the Great Lakes. Before entering service on the Great Lakes, they had renowned Naval Architect Joe Hack and his firm Marine Design Inc., redesign and update the tug. Included was an all-new wheelhouse and captain's cabin, as well she was repowered with a streamlined stack and out came the Cleveland engines and electric drive, and a new EMD 16-567C and clutch package were installed. The tug was then renamed the *Barbara Andrie*. Beltema would become Canonic Transportation in 1981, and ultimately Andrie, Inc. in 1988. The tugs main work has been moving an asphalt barge throughout the Great Lakes. In 2015 the *Barbara Andrie* was removed from doing barge work, and semi-retired. The tug currently lives in Andrie's yard in Muskegon, MI and does winter ice breaking work and the occasional assist job or ship tow.

Original Source: "On the Hawser" by Steven Lang and Peter H. Spectre, 1980; Fitz Henry Lane Historical Archive

**Presentation Schedule:**

**2021**

The first six months will be Zoom

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

**Events & Dates to Note:**

**2021**

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

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

**66th "Weak Signals" R/C Model Show**  
 Seagate Convention Ctr.  
 401 Jefferson Ave. Toledo, OH  
**April 03-04, 2021**

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

**44th Midwestern Model & Boat Show,**  
 Wisconsin Maritime Museum, Manitowoc, WI  
**May 14 – 16, 2021**

**Constant Scale R/C Run – Carmel, Ind.**  
 Indianapolis Admirals reflecting pond  
 Carmel, IN  
**May 15 & 16, 2021**

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

**NRG Conference**  
 Channel Islands Maritime Museum  
 Oxnard, CA  
**Oct. 21-23, 2021**

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

**Editor: Bill Nyberg**  
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**THE NAUTICAL RESEARCH GUILD**  
 "ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.





For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111

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## Wooden Steamers

### 1852 – Part 2

**Huron:** Samuel & Eber S. Ward of Detroit, MI, enrolled a wooden, sidewheel steamer at Detroit on April 12, 1852, named *Huron*. Built by John L. Wolverton, Newport (Marine City), MI, she was 165.0' x 23.5' x 9.3' and had a rated tonnage (old style) of 348.4. She was equipped with a vertical beam, crosshead, low pressure engine with a 31" bore x 96" stroke, builder unknown. She originally ran as a commuters' service between Detroit, MI and ports on Lake St. Clair and the St. Clair River. Her master for the 1852 season was Captain George Coterell.

November 1853, the *Huron* struck an obstruction that punctured her hull and she sank in the Saginaw River. The following month she was raised and towed to Detroit for repairs. April 1855, Eber Ward, in an attempt to salvage the machinery from the wreck of the steamer *Mayflower*, grounded the *Huron* in the Middle Passage, among the "Hen and Chicks Island on Lake Erie.

Captain Albert E. Goodrich, backed by General C. Drew, founded the Goodrich Transportation Line in 1856. Ownership of the steamer *Huron* transferred to Captain Albert E. Goodrich and General C. Drew, both from Chicago, IL in August 1855. The *Huron* became the first vessel of the Goodrich Line and ran the Chicago, IL to Milwaukee, WI route in early 1857. Her master was Captain Albert E. Goodrich. March 1857, the *Huron* fouled the wreck of the schooner *McKay*, in the Chicago harbor and stove in her bottom and then sank. By June of that year, she had been raised, repaired, renovated and repainted and ran tri-weekly between Chicago and Grand Haven, MI

In 1861, Edmund Trowbridge, Detroit, MI of Trowbridge and Wilcox took ownership of the steamer *Huron*. Her master for the 1861-63 seasons was Captain D. Cole. August of 1861, bound from Saginaw, MI with a cargo of shingles and salt, the *Huron* struck on a reef of rocks at Port Austin, MI in the entrance to Saginaw Bay and sank. She was raised and repaired. The damage to the hull was set at \$3,200 and loss of cargo at \$200.

Ownership of the *Huron* has changed to C.W. Goderich of the Shore Lines in 1863. April 1865, the steamer *Huron* was readmeasured at Detroit, MI and her enrollment measures were updated to: 167.42' x 23.33' x 10'; and her tonnage to 445.3 grt. The *Huron* was issued official number US 11194.

In 1866, the steamer *Huron's* ownership was changed to the Alpena & Shore Lines. Captain Darius

Cole, Detroit, MI became her master and she ran the Port Sarnia, Goderich and Sauguen route. Ownership shares of the steamer *Huron* transferred to Captain Darius Cole, and A. English, Detroit, MI in 1868.

The following year, ownership was transferred to the River and Lake Shore Steamboat Co. of Detroit, MI. Captain Darius Cole was still a part owner and master of the vessel. November 1871, the steamer *Huron* broke a cylinder and other parts of her engine while on Lake Huron and was laid up at Detroit for repairs.

In 1872, full ownership of the steamer *Huron* acquired by Captain Darius Cole.

Ownership of the steamer *Huron* was changed to George Hannah, South Haven, MI in 1874. She was assigned to a run between South Haven, MI to various Lake Michigan ports.

September 15, 1877, the final enrollment for the sidewheel steamer *Huron* was surrendered at Grand Haven, MI and endorsed "vessel laid up - abandoned".

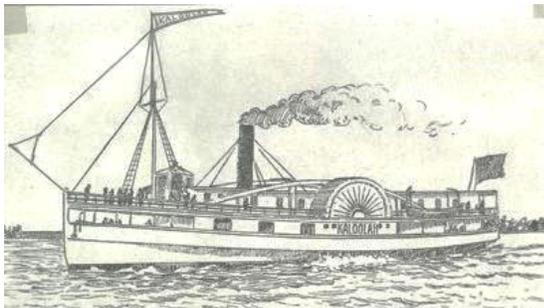
**Iowa:** Francis N. Jones, Buffalo, NY built for James Evans, George W. Holt, Rufus C. Palmer, all of Buffalo, NY, a wooden sidewheel steamer to be used for the passenger, package freight trade between Buffalo, NY and Chicago, IL. At enrollment her measures were: 242' x 31' 4" x 13' 4" and her tonnage (old style) was 981 53/95. She was powered by a high-pressure engine with a 48" bore x 36" stroke, built by Shepard Iron Works, Buffalo, NY and her boiler was 7.5' x 15'. Both engine and boiler were previously installed in the sidewheel steamer *New Orleans* (US-1844) and prior in the sidewheel steamer *Vermilion* (US-1838). Her master for the 1852 season was Captain Charles H. Ludlow. In July 1852, while off Barcelona, NY, Lake Erie, the steamer *Iowa* broke her machinery. She returned to Buffalo for repairs. During the winter layup of 1853, the steamer was converted to a screw propeller at Bidwell & Banta's Yard, Buffalo, NY.

March 1855, her ownership was changed to American Transportation Co., Buffalo, NY. In September of that same year, during a gale on Lake Erie, the propeller *Iowa* broke her arches and damaged her cargo. Two months later the *Iowa* went ashore on Beaver Island in Lake Michigan. She had to jettisoned 250 bushels grain to be released. Damage loss to the vessel was set at \$1,100; and the cargo loss set at \$500. May 1856, the propeller *Iowa*, while down bound, broke her machinery and was towed to Buffalo, NY for repairs. Damage loss set at \$2,000. In September of that year, the *Iowa* and the

bark *E. B. Morgan* (US-1847) collided in Sheboygan Bay, WI. The bark was badly damaged.

Her ownership was changed twice early in 1860. First to William Williams, et al, Buffalo, NY in March and again in April to Edwin F. Evans, Buffalo, NY. August 1860, while passing the Grand Trunk Station, in the St. Clair River, the *Iowa* was rammed by the swing ferry *Huron* which was crossing the river. Damage loss set at \$8,000. During winter layup of 1861, the propeller *Iowa* was partially rebuilt. Her engine was moved forward, she received a new wheel, stern, and a portion of her timbers and had her deck replaced. September 1862, the propeller *Iowa*, collided and damaged the schooner *Tecumseh* off Point Pelee, Ont., Lake Erie.

April 1864, her ownership was changed to Peshtigo Lumber Co. of Chicago. September of 1867 the *Iowa* was dismantled and converted into a lumber barge. Enrollment changed to: 241.3' x 35' x 12.65' and a tonnage of 693.58 grt. She was issued official number US 44157. November 1869, while under tow of the tug *Admiral D. D. Porter*, the towline broke and the barge *Iowa* went ashore north of Kewaunee, WI, Lake Michigan. In December of that year the remains of the barge *Iowa* were towed into Kewaunee, WI and burned.



**Kaloolah:** Francis N. Jones, Buffalo, NY built for Aaron D. Patchin, Buffalo, NY a wooden sidewheel steamer. When enrolled at Buffalo, April 27, 1852, her recorded measures were 188.0' x 25.0' x 9.9' and her tonnage (old style) was 443.0. She was named for a heroine of a contemporary novel. The steamer was powered by a vertical-beam, direct-acting low-pressure engine, built by Shepard Iron Works, Buffalo, NY. The engine had been originally installed in the sidewheel steamer *Uncle Sam* (1832-37) until she was converted to a bark, then installed in the sidewheel steamer *Lexington* (1838-52) which stranded in 1852. The steamer *Kaloolah* was built for the passenger, package freight trade and she would operate between Buffalo, NY and Port Stanley, ONT. with calls at various Lake Erie north shore ports. Her master was Captain George L. Chapman for the 1852 season. June 1852, the steamer *Kaloolah*

collided with the brig *Ramsey Crooks* (US-1836) near Buffalo, NY on Lake Erie. Both vessels were damaged and the property loss was set at \$1,200 for both vessels. In October of that year the steamer *Kaloolah* collided with the schooner *Andromeda* (US-1848) at the mouth of Buffalo Creek, Lake Erie.

May 1853 the steamer *Kaloolah* was sold Canadian to Charles Thompson, Collingwood, ONT and renamed *Collingwood* and assigned official number C-33525. She ran between Sturgeon Bay (Midland, ONT.) and Sault Saint Marie. Her master for the 1853 season was Captain J.W. Tuttle. November 1853, the steamer *Collingwood* had her machinery disabled on Georgian Bay and lay to at Manitoulin Island for 10 days until repaired. For the 1855 season, the steamer *Collingwood* was assigned to run between Green Bay, WI and Collingwood, ONT, Canada the terminus of the Ontario Simcoe and Lake Huron Railroad. June 1855, the steamer *Collingwood* broke her shaft on Lake Michigan and was towed to the Straits of Mackinac for repair. Property loss set at \$2,500.

April 1856, ownership of the *Collingwood* was changed to Lake Huron Transit Co., Owen Sound, Ont. Her master for the 1856 season was Captain Butterworth. For the 1857 season, the steamer *Collingwood* was chartered to the Canadian government. June of that year, the *Collingwood* broke her shaft near Sault Saint Marie. The following month, she stranded at Michipicoten Island, Lake Superior. Refloated.

Ownership of the *Collingwood* was changed in 1858 to J. C. McGregor, Detroit, MI, enrolled as sidewheel steamer *Kaloolah*, rebuilt and placed on the Cleveland to Buffalo, NY route. Her master was Captain McGregor for the 1858-59 season. June 1859, running between Buffalo, NY and Port Stanley, ONT, Lake Erie, the *Kaloolah* collided with a pier at Port Stanley. Damage set at \$2,000.

In 1860, the sidewheel steamer *Kaloolah* was leased by T. E. Van Every & George Rumball, Goderich, Ont for the Goderich, Ont. to Detroit, MI run. Her master for the 1860 season was Captain D. Rowan. Winter lay-up of 1860/61 the vessel was overhauled and 15 staterooms were added. For the 1861 season she ran the Goderich & Saugeen route. While assisting the foundering bark *Sir Charles Napier*, off Goderich, ONT, Lake Huron, the steamer *Kaloolah* was driven ashore in a severe gale. She broke up before she could be released. Declared a total loss on August 22, 1862.

**Mayflower:** The wooden propeller was first enrolled at Buffalo, NY, April 27, 1852. She was built by B. B. Jones of Buffalo, NY for P.S. Sternberg & Co. et al, Buffalo, NY. She was built for the bulk freight trade and had enrollment measures of 185' x 28' x 12'7" and a tonnage (old style) of 623 77/95. Her master for the 1852 season was Captain Bryant.

February 28, 1853, while lying at Chicago the propeller *Mayflower* was discovered on fire in her steerage compartment. The flames were extinguished and the loss was set at \$400.

March 4, 1853, total ownership was transferred to the P. S. Sternberg & Co. In November 1854, bound from Mackinaw, MI to Detroit, MI, the propeller *Mayflower* had to jettison her deck load during a gale in Saginaw Bay. The property loss was set at \$5,000. In that same month, the *Mayflower* and the schooner *Arcturus* (US-568) collided at the entrance to the St. Clair River. July 1858, the *Mayflower* and the schooner *Minnesota* (US16646) collided off Long Point, Ont., Lake Erie. The schooner was towed into Erie, PA by the propeller. November 1858, she went aground on the Chicago "bar". Property loss set at \$800. During the winter lay-up of 1861, she had her stern rebuilt. April 1862, the *Mayflower* and a Canadian propeller collided near Buffalo, NY. The vessel was readmeasured and enrollment updated to: 2 decks, 1 mast, 181.6' x 27.5' x 11.5'; 662.29 grt and assigned official number US-16468, September 1865.

May, 1866, her enrollment showed the ownership had changed to H. N. Strong, Detroit, MI and her measures were: 1 deck, 1 mast, 184' x 28.3' x 12'; 691.47 grt. The propeller *Mayflower* was rebuilt by Campbell, Owen & Co in July 1867.

January 1869, the ownership of the propeller *Mayflower* was changed to Alex Johnson. May 1869, the *Mayflower* and the steamer *Dove* (US6512) collided on the St. Clair River, opposite Marine City, MI. April 1871, she and the propeller *Canisteo* (US-4394) collided off Beavers Island, Lake Michigan. November of that year, the *Mayflower* ran into the tug *Rebel* (US-11083) at Chicago, IL.

October 1872, ownership of the *Mayflower* was changed to A.C. Burt & N. C. Ralph, Detroit, MI. For the 1873 season, the *Mayflower* ran on the Ward Line, Buffalo – Duluth. September 1875, the *Mayflower* was wrecked near Port Austin, MI, Lake Huron. Recovered and repaired. In 1876 her owners had her cut down and converted into a steambarge. Her master for the 1878 season was Captain Alex Rousseau. The steambarge *Mayflower*, in August 1878, on entering the ship channel, near Munroe, MI ran on a pile, knocking a hole in her bottom causing her to sink. She was raised and repaired.

April 1879, ownership of the propeller *Mayflower* was changed to H. G. Blanchard, Bay City, MI. For the 1879 season, her master was Captain Gill Traverse. The steambarge was rebuilt during winter lay-up and her enrollment update April 1883 to: 415.36 grt, 347.95 net. Her master for the 1883 season was Captain Cramer. November 1883, the steambarge *Mayflower*, laden with lumber and towing three schooner barges, was driven onto Point Albino, Ont., Lake Erie, during a gale. She stranded broadside and was pounded to pieces. No lives lost.

**Michigan:** Presley & Stevens, Ohio City, OH, with A. C. Keating, Master Carpenter, built a wooden propeller for the bulk freight trade. Enrolled at Cleveland, OH, May 1852, she had measures: 138' x 24'10" x 11' and a tonnage (old style) of: 354 2/95. She was owned by the Crawford & Chamberlin Line, Cape Vincent, NY; Philo Chamberlain et al, Cleveland, OH. June 1853, the propeller *Michigan* collided with the sidewheel steamer *Louisiana*, 12 miles from Cleveland, OH, Lake Erie. July 1854, the *Michigan*, while passing through the Welland Canal, near Thorold, Ont., was struck by a high wind and the vessel was driven through two locks, breaking four gates, and finally was wedged in by the ruins. Navigation on the canal was suspended until the gates could be repaired.

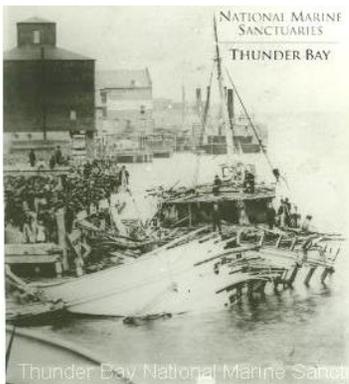
Ownership of the propeller *Michigan* was transferred to the Northern Transportation Co. in July 1855. In September 1857, the *Michigan* broke her shaft and lost a wheel off Point Aux Barques, MI, Lake Huron. She was towed to Milwaukee, WI for repairs. April 1861, the *Michigan* went aground on the St. Clair River. July 1865, the enrollment records were updated after the *Michigan* was readmeasured: 136' x 24.8' x 9.6'; 431.42 grt. She was assigned her official number US-16444. October 1871, the propeller *Michigan* struck a rock in the St. Lawrence River and beached in Little Sandy Bay, nearly abreast of The Sisters Lighthouse. She was repaired at Ogdensburg, NY. May 1872, the *Michigan* was damaged by ice at Port Colborne, Ont., Lake Erie.

May 1873, ownership of the propeller *Michigan* was changed to James Flower et al, Detroit, MI. She was converted to a steam barge for lumber and coarse freight and her enrollment updated to: 136.9' x 24.8' x 9.6'; 234.35 grt, 180.24 net. In November 1884, the *Michigan* was damaged in a collision near Grand Haven, MI, Lake Michigan. Hull damage was set at \$1,200. December 1888, the *Michigan*, with three barges in tow, caught fire off Kelly's Island on Lake Erie and burned to the water's edge. No lives lost.

**Milwaukee:** Luther Moses, Cleveland, OH built a wooden propeller for the passenger, package freight trade. Her owner, American Transportation Co., Rufus Palmer, Horton Holt et al, Buffalo, NY, enrolled her at Buffalo, NY, May 23, 1853, with measures: 185'3" x 28'11" x 12'5" and a tonnage (old style) 614 44/95. She was powered by a low-pressure engine equipped with a 28" bore & a 13' 3" wheel and ran between Buffalo and Chicago. She had a capacity for 6500 barrels. Her master for the 1853 season was Captain C. Marsden

The *Milwaukee* broke her machinery in the St. Clair Flats, Lake St. Clair in May 1854. In August 1855, the *Milwaukee* and the schooner *Robinson* collided on Lake Huron. Property loss for both vessels was set at \$2,000. In October of that year, the *Milwaukee* went aground on Fighting Island, Detroit River. She required lightering to be released. June 1856, the *Milwaukee* and the schooner *Island Queen* (US-1854) collided on the Upper Lakes. The property loss to propellers hull was set at \$200 and for the schooner at \$900. September of that same year, the *Milwaukee* received damage to her hull and cargo during a gale on Lake Huron.

For the 1857 season, the propeller *Milwaukee* ran in New York & Erie Railroad Co's, Fast Freight Line. She was laid up during the 1858 season due to the recession. In 1859, she was back in service with American Transportation. November 1859, bound Milwaukee to Buffalo, the propeller *Milwaukee* collided in the dark with the schooner *J. H. Tiffany* (US-1856) in the Straits of Mackinac and sank in 16 fathoms of water. Five lives were lost on the schooner.



**Nile:** Owners C.H. Lee & Co. 2/3 shares, of Silver Creek, NY and Seymour & Wells, 1/3 shares of Buffalo, NY, enrolled a wooden propeller, built by Moses & Quayle, Ohio City, OH, at Buffalo, NY, October 21, 1852. Her measures were: 190' x 28'2" x 12'8" with a tonnage (old style) of 650 8/95. She was

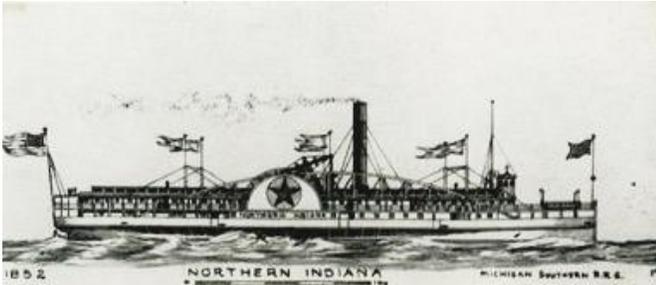
equipped with a low-pressure engine with a 28" bore x 42" stroke, built by Buffalo Steam Engine Works, Buffalo, NY. The propeller *Nile* was built for the passenger, package freight trade and ran Buffalo, NY – Chicago, IL on Pioneer Line. Her master for the 1852 season was Captain Francis Perew. In September of 1853, while attempting to leave Chicago harbor, the *Nile* was blown ashore just south of the North Pier and lost her bulwarks when she struck the timber laden canal boats at the mouth of the harbor.

Ownership of the *Nile* was changed to American Transportation Co., Buffalo, NY, Rufus C. Palmer, president, in March 1855. Her master for the 1855 season was Captain William H. Rounds. In October of that year, the *Nile* had her cargo of wheat damaged on the upper lakes during a storm. Cargo loss set at \$200. In June of 1856 she and the schooner *Sardis Burchard* (US-23104) collided on Lake Erie. Both vessels were damaged. In October of that year the *Nile* went aground on North Manitou Island in Lake Michigan. The following month, while bound for Chicago, the propeller *Nile*, laden with general merchandise, broke her machinery on Lake Huron. Damage to the boat was set at \$1,000. May of 1857, the *Nile* broke her machinery at Beaver Harbor, Lake Michigan. Cost of repair set at \$1,000. She was laid up during the recession of 1858.

June 1859, ownership of the *Nile* was changed to Edwin T. Evans, Buffalo, NY. Her master for the 1859 season was Captain E. K. Collins. She was disabled off Racine, WI, Lake Michigan in November of that year and required repair. In April of the 1860 season, laden with pig iron, the propeller *Nile* went ashore on Big Point Sauble, Lake Michigan, in a heavy fog. 15 tons of her cargo were required to be jettisoned to release her. Her cargo loss was valued at \$150. The *Nile* damaged her machinery on Lake Erie in November 1860. She was towed to Buffalo, NY for repairs. Damage to the hull was set at \$300 and to the cargo loss at \$300.

The *Nile* received large repairs in 1861, 62, and 63. In 1864, she was transferred to Evan's - Buffalo, Milwaukee & Chicago Line and her master for the 1864 season was Captain Lyman Hunt with Mitchell King as chief engineer. The *Nile*, with the other five first class upper cabin steamers, of the Evan's - Buffalo, Milwaukee & Chicago Line, ran between Buffalo, Milwaukee and Chicago touching at Cleveland, Detroit, Mackinac and Racine thus forming a daily line of transportation of freight and passengers in connection with the New York Central Railroad, The Rochester Transportation and Western Canal Lines of Buffalo and at Cleveland with the Atlantic and Great Western Railway.

May 1864, the propeller *Nile* was moored at her dock at Detroit, MI, with a cargo of household goods, horses and wagons loaded, when her boiler exploded, destroying the ship. Eight crewmen, mostly engine room crew, were killed. One man ashore was killed when a large timber was thrown through a wall of a shoe store. In July of that year, the wreckage was moved to the foot of Clarke's Dock, Detroit, MI. Most of her machinery was removed by May, 1879 and the hull was finally flattened by explosives in 1882.



**Northern Indiana:** Built as a passenger, package freight steamer for the Michigan Southern Railroad Company, her measures were 300'6" x 36'10" x 13'8" and a tonnage (old style) of 1475. She was equipped with a low-pressure engine, 72" bore x 144" stroke, built by Morgan Works, New York, NY. She would provide a connection for railroad passengers from the East Coast going to Chicago through Buffalo and Toledo. Her master for the 1852 season was Captain R. Wagstaff with T. Fitzpatrick as chief engineer.

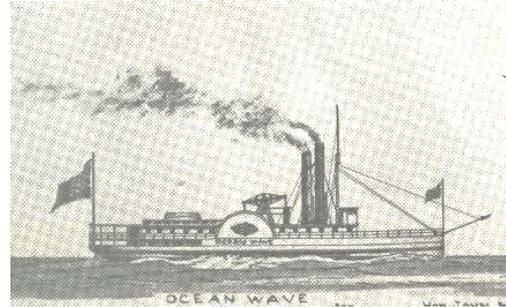
1852 was not a good year for the steamer *Northern Indiana*. In May, she broke her slide as she left the port of Buffalo, NY; in June, she collided with steamer *Golden Gate* (US-1852) in the creek at Buffalo, NY; then collided with the schooner *Lewis Cass* (US-1846) on the Maumee River, sinking the schooner; and still in June, while on Lake Erie she collided with the schooner *Plymouth* (US-1847), sinking the schooner; In August she collided with and damaged the schooner *Eagle* near Buffalo, NY; the following month, the steamer *Northern Indiana* was damaged in a gale, breaking both her arches while off Dunkirk, NY, Lake Erie.

The 1853 season had her running Buffalo to Cleveland and Toledo for the Southern Michigan & Empire State RR. In May, the steamer *Northern Indiana* broke her machinery on Lake Erie and had to return to Buffalo for repairs; August, she collided with the schooner *Tuscola* (US24225) on the creek at Buffalo, NY during a gale; and in October she went aground in Toledo Bay.

Her master for the 1854 season was Captain I. T. Pheatt. August of that year, while leaving Munroe, MI, the steamer struck a submersed anchor,

springing a leak and had to enter the dry dock at Detroit, MI for repairs. Early in October the steamer *Northern Indiana*, up-bound from Buffalo, broke her cross-head socket when forty miles out on Lake Erie and was forced to return to Buffalo where she was laid up for repairs. September 1855 the *Northern Indiana* broke her machinery on Lake Erie and was towed to Toledo for repairs.

Her master for the 1856 season was Captain W. H. Wetmore with Farrar as chief engineer. June 1856, the steamer *Northern Indiana* broke her working-beam off Dunkirk, NY, taking out her connecting rod and wrecking much woodwork. She was towed to her pier at Buffalo, NY for repairs. The damage to her hull was set at \$4,000. July 17, 1856, while bound from Buffalo, NY for Toledo, OH, the steamer *Northern Indiana*, caught fire and was totally destroyed off Point Au Pelee, Lake Erie. Her crew and passenger list were destroyed in the fire. The lives lost were estimated between 30 and 56.



**Ocean Wave:** E. D. Merritt, Montreal, Que, built for John Molson of Montreal, a wooden sidewheel steamer that would handle the passenger, package freight trade between Montreal on the St. Lawrence River and Hamilton, Ontario on the western shore of Lake Ontario. When enrolled at Montreal, August 4, 1852, her measures were recorded as: 174.2' x 26.0' x 10.6' and unit tons of 182.4. She was equipped with a vertical beam engine, 45" bore x 126" stroke, built by St. Mary's Foundry, Montreal, P.Q. Her master for the 1852-53 season was Captain Allison Wright with J. Turnbull as chief engineer.

Ownership of the steamer *Ocean Wave* was changed in September 1852 to the Ogdensburg and Boston Railroad Company and she would run between Ogdensburg and the head of Lake Ontario. Downward bound from Hamilton, Ont. on Lake Ontario in April 1853, the steamer *Ocean Wave* took fire from her boiler while off the "Ducks", about 40 miles above Kingston. She burned and sank three miles off Point Traverse. There were about 50 passengers and crew aboard of which only 22 were saved. Thirteen passengers and fifteen crew members' lives were lost. In 1857, the sunken wreck

of the steamer *Ocean Wave* was located and her cargo salvaged.

**Ogdensburg:** Philo Chamberlain and J.H. Crawford, (each at 1/2 ownership) both from Cleveland, OH, enrolled a wooden propeller at Cleveland, on, May 8. 1852. The *Ogdensburg* was built by Moses & Quayle, Ohio City (Cleveland), OH for the package freight, passenger trade and had a capacity for 11,000 bushels of grain. Her measures recorded at enrollment were: 137'6" x 24'10" x 11' and a tonnage (old style) of 352 61/95. Her master for the 1852 through 1859 seasons was Captain Robert Richardson with John N. Phillips as chief engineer for the 1859-62 seasons. August 1852, on her maiden voyage, the *Ogdensburg* collided and sank the steamer *Atlantic* (US-1848) in dense fog off Long Point, Ont, Lake Erie. The steamer *Atlantic* was carrying about 500 Norwegian immigrants of which the *Ogdensburg* was able to rescue 250 passengers and crew. 250 lives were lost.

Her ownership was transferred on June 20, 1855 between the following investors: George A. Eddy, Ogdensburg, NY, Philo Chamberlain, John H. Crawford, James M. Chamberlain, Charles L. Thompson, Russell Pellou, Asa C. Leating, John Caldwell, Collin Eaton and others, et.al.

In 1860, the Northern Transportation Co., Ogdensburg, NY took ownership of the propeller *Ogdensburg*. May 1861, the *Ogdensburg* collided with the schooner *Moselle* (US16311) of Bois Blanc Island in the Detroit River.

Her master for the 1864 season was Captain L. M. Tyler. September of 1864, while bound down on Lake Erie for Ogdensburg, NY, with a cargo of grain, flour and four passengers, the *Ogdensburg* was struck by the schooner *Snow Bird* off Fairport, OH, and foundered. No lives lost.

September 2005, the wreck of the propeller *Ogdensburg* was located off Fairport, OH.

**Prairie State:** On the west side of the Cuyahoga River at the Stevens & Presley ship yard in Ohio City, the wooden propeller *Prairie State* was launched. Built for Philo Chamberlain, J. H. Crawford & James Munroe all from Cleveland, OH, she was enrolled at Cleveland on May 12, 1852. Her recorded measures were: 137'6" x 24'10" x 11' with a tonnage (old style) of 353 61/95. She was powered by a 256 HP engine and had been built for the passenger, package freight trade. In May 1853, her owners formed the Chamberlain & Crawford Co. of Cleveland and the

vessel enrollment was transfer to it. The *Prairie State* ran the Northern Rail Route on the Great Lakes.

Her ownership was changed to the Northern Transportation Co., Ogdensburg, NY in August 1855. In October 1856, the *Prairie State* broke her machinery on Lake Michigan. In August 1857, the *Prairie State* came in contact with the schooner *J. W. Sargent* (US-12773) in the Welland Canal, crushing in her bulwarks. November 1858, the *Prairie State* and the schooner *Invincible* (US-12068) collided in the St. Clair River, incurring a property loss of \$1,700.

Her master for the 1860 season was Captain Williams. In May of that year, down bound from Chicago for Lake Ontario, laden with flour and wheat, the *Prairie State* went ashore above Mackinac, MI, damaging 1,500 barrels in her cargo. July 1860, the *Prairie State* caught fire and burned while at her dock in Oswego, NY, sinking. She was raised and repaired at Cleveland. November 1861, she collided with the schooner *Pauline* (US-76264) near Walker's Point Bridge, Milwaukee, WI.

Her master for the 1862-65 seasons was Captain A. H. Mellen. In June 1862, while steaming in heavy fog, the propeller *Prairie State* ran ashore at Four Mile Point on Lake Ontario.

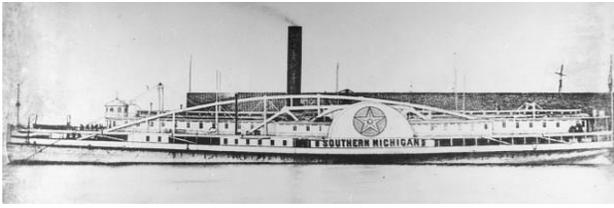
Her master for the 1865 season was Captain Knapp. The *Prairie State* was readmeasured in May 1865 and her enrollment measures updated to: 137' x 24.86' x 17.24'; and tonnage at 428.04 grt. She was issued official number 19682. June 1865, while leaving the dock at Oswego, NY, the *Prairie State* was discovered to be on fire near her boilers. The passengers were quickly removed from the vessel and the local firemen and the crew fought the fire for an hour before extinguishing the flames. No lives lost. She ran on the Lake Erie Line in 1866. August 1869. She went aground on Port Colborne Reef, Ont., Lake Erie. She required to be lightered to get off. The in October 1869, the *Prairie State* broke her shaft in the Welland Canal.

Master of the propeller *Prairie State* was Captain David Allen Kiah for the 1870-72 seasons. Her ownership went through a series of changes from 1873 to 1876. In September 1873 to O. S. Storrs, Buffalo, NY, et al., In April 1874 to Samuel L. Watson, Buffalo, NY, et al. and in six days to Fanny Shriver, Buffalo, NY et al. John Dunn was chief engineer on the propeller *Prairie State* in 1875. In April 1876, her ownership was changed to Frank Williams, Buffalo, NY. In May of 1876, her ownership was changed to Aaron F. Gay, Oscoda, MI of the Loud, Gay & Co. The propeller was condemned by the Buffalo district in September 1876. Laid up, the

*Prairie State*, while lying in the bone-yard west of Military Street Bridge at Port Huron, MI, she filled with water and rolled on her side. She was pumped out and repaired in October 1877.

Owned by Simon M. Baker, Marine City, MI, in May 1878, she was rebuilt as a schooner-barge, her engine and boiler were removed, and enrolled as: 1 – deck, 1 – mast, 137.8' x 24.2' x 17'.

June 1878, the schooner-barge *Prairie State* ownership was changed to James Hall, Saint Clair, MI. and she was used in the lumber trade. The following year, in June, her ownership was changed to Lucy Hall, Saint Clair, MI. November of 1879, the schooner-barge *Prairie State*, laden with lumber, was driven ashore on Sand Beach, MI, Lake Huron and wrecked. No lives lost.



**Southern Michigan:** The wooden sidewheel steamer *Southern Michigan* was enrolled at Buffalo, NY on May 19, 1852. Built by Bidwell & Banta of Buffalo for the Michigan Southern Railroad Co. her measures were recorded as: 300.75' x 36.92' x 13.58' and a tonnage (old Style) of 1470.55. She was powered by a vertical beam engine, 72" bore x 144" stroke, built by Morgan Iron Works, New York, NY. She had been built for the passenger, package freight trade between Buffalo, NY and Toledo, OH. Her master for the 1852-55 seasons was Captain A. D. Perkins.

September 1852, the *Southern Michigan* collided with the Canadian propeller *Oliver Cromwell* off Bar Point, Lake Erie. The *Cromwell* sank without loss of life. She was later raised and repaired. July 1854, while moored at Buffalo, she was struck by the barque *Canada*, slightly damaging the steamer *Southern Michigan*. In September of the same year, down bound from Monroe, MI, the steamer *Southern Michigan*, 20 miles out on Lake Erie, had one of her wheels, that had been racked in a previous storm, burst its bands and the mass of timber and iron fell into the lake. She returned to Munroe for repairs. In August 1855, the *Southern Michigan* collided with the schooner *E. C. Williams* in Buffalo harbor. Property loss was set at \$200. During a gale on Lake Erie in October 1857, the steamer *Southern Michigan* lost her wheelhouse and sustained other damage. Her property loss was set at \$400.

The steamer *Southern Michigan* was laid up at Toledo in 1858 due to 1857 depression. By the time  
December 21, 2020

that business conditions had returned to normal, the railroads between Buffalo, NY and the west along the southern shore of Lake Erie had been linked together. The steamer *Southern Michigan* was towed to Munroe, MI in 1858 and stayed in lay-up. She sank there in 1861. April 1863, she was raised and towed to Buffalo, NY where she was dismantled. Her engine was installed in a Hudson River steamboat.

**Traveller:** November 1852, Eber B. Wood of Detroit and Samuel Ward of Newport, MI, enrolled a wooden sidewheel steamer built by J. L. Wolverton also of Newport. Her measures were recorded as: 199' 2" x 29' x 10' 1" with a tonnage (old style) of 603 72/95. She was built for the passenger, package freight trade, and ran from Chicago, IL connecting with the Southern Railroad and the Central Michigan Railroad.

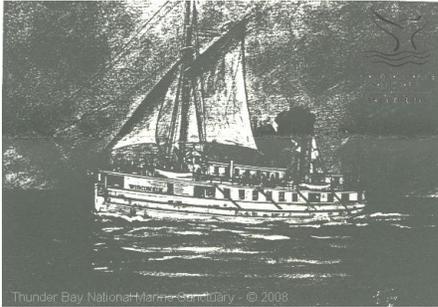
Her master for the 1853 season was Captain Cooper. In April of that year, while endeavoring to make fast to her wharf at Chicago, she collided with the schooner *Mary G. Bonsteel* (US-1845) causing damage to her bulwarks, stern stanchions and monkey rails. A month later, bound from Sheboygan, WI for Chicago, the steamer *Traveller* broke her shaft off Kenosha, WI during a gale. She anchored in 16 feet of water until the steamer *Arctic* (US-1851) could take her in tow to Chicago for repairs. In November of that same year, she broke her shaft off Waukegan, IL. Property damage loss was \$1,500.

The steamer *Traveller* again broke her shaft while on Lake Michigan in April 1854. Property damage loss set at \$1,200. In May, she and the brig *Kirk White* (US-14041) collided in fog on Lake Michigan. July of that year, the *Traveller*, caught fire in her boiler room while lying at her dock at Chicago. She was considerably damaged before the flames could be extinguished. She was towed to Newport, MI on the St. Clair River to be repaired in July 1854. In November of 1854, the *Traveller* broke her machinery while on Lake Michigan and was towed to Chicago for repairs.

In July 1855, she acquired new owners, led by Stephen Clement et al, Chicago, IL. Her master for the 1857 & 1859 seasons was Captain Barney Sweeney. November 1861, bound down from Chicago for Buffalo, laden with flour, the steamer *Traveller* went ashore at Round Island in Lake Michigan.

In April 1862, her ownership changed to John Hutchings, Detroit, MI. Her master for the 1862 season was Captain Fred S. Miller with Peter Murray as chief engineer. April 1862, in a late heavy snow storm, the steamer *Traveller* bound down from Detroit for Buffalo, went aground on Fighting Island, in the Detroit River. In November 1862, the *Traveller* and an unknown vessel were in a collision on the St. Clair

River. The steamer *Traveller* was rebuilt in 1863 and her enrollment tonnage changed at Detroit to 688.59 grt. August 1865, steamer *Traveller*, was moored at Eagle Harbor, MI on Lake Superior when a fire broke out in the forward hold. The fire spread rapidly through the vessel and she was cut adrift to save the dock. She burned to the waterline and sank.



**Wisconsin:** Stevens & Presley of Ohio City, OH built for P. Chamberlin and John N. Crawford as equal owners, both from Cleveland, OH, a wooden propeller which was enrolled at Cleveland, May 03, 1852. Her recorded measures were: 137' 6" x 24' 10" x 11' with a tonnage (old style) of: 382 60/95. She was built for the passenger, package freight trade and would run between Oswego, NY, Buffalo, NY and Chicago, IL. Her master for the 1852 season was Captain J. Caldwell. In 1853, the vessel was seized by the U.S. Marshall at Milwaukee, WI, for violation of revenue laws in landing iron without permission. Released on bond.

Master of the propeller *Wisconsin* was Captain Luke Hickey for the 1854-55 seasons. In October 1855, ownership of the propeller *Wisconsin* was changed to Northern Transportation Company, Ogdensburg, NY. November 1856, while bound up from Oswego for Chicago, IL, the propeller *Wisconsin* burst a steam jacket on her boiler, while off Grand Rapids, Lake Erie. She was towed to Buffalo for repairs. October 1857, the *Wisconsin* went ashore while in the Long Sault Rapids on the Saint Lawrence River. She was released and her repairs were set at \$1,000. October 1858, while lying at the wharf in Racine, WI harbor, loaded with merchandise, the *Wisconsin* was struck by the schooner *Gilbert Knapp* (US-10337) as it sought safety from a storm on Lake Michigan. In May 1860 she broke her crank pin and then went aground on Bois Blanc Island, Straits of Mackinac. Released.

The enrollment record for the propeller *Wisconsin* was changed to Cleveland, OH in April 1861. Master of the propeller *Wisconsin* was Captain Townsend in 1867 with Andrew F. Morrison and James C. Hay as chief engineers. May 1867, bound up from Cape Vincent, NY for Chicago, the *Wisconsin* caught fire above the boilers. Captain Townsend ran her on the

beach at Grenadier Island, Lake Ontario, where the vessel burned to the water's edge. The nineteen passengers & crew that were lost, drowned while attempting to launch the lifeboat while the ship was still underway.

Final enrollment of the propeller *Wisconsin* was surrendered at Cleveland, OH in 1867 and endorsed "vessel lost - burnt".

In June 1867, the wreck of the propeller *Wisconsin* was raised and taken to Ogdensburg, NY to recover her machinery and anything else of value.

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

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 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  $1533\frac{7}{94}$  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 forecandle 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.)