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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 - December 2021

Next Zoom Meeting: January 15, 2022
"Scratch Building w/o Instructions"
 by Bill Nyberg

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

December

As 2021 draws to a close and we continue to deal with the pandemic in our daily lives, (92nd week, but who is counting?) we have much to be thankful for this holiday season, especially those on the front lines, serving and protecting us during this pandemic, and for all of you, who keep this club active.

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. Now get to your workbenches and build.

Your editor.

George Montag

As noted before, George took a couple of falls last month that put him in the hospital. He was discharged into a rehab/long term care facility, which has now become the permanent home for he and his wife Nancy. The LTC facility is in Marysville, which is close to George's daughter and her family. Their new address is:

George and Nancy Montag
 Memorial Gables
 390 Gables Drive #103
 Marysville, OH 43040
 phone: 937-578-2066

His new email address is:

George.Montag@yahoo.com.

For some of you, new to the Shipwrights of Ohio, George is a plank owner in the club, having respond to the initial request to form the club in 2004. George is 87 and was an avid OSU fan, working as an usher at football and basketball events.

His son, Eric, is sorting through the belongings in the house in Worthington. The plan is to donate George's ship modeling tools and supplies to the Shipwrights of Ohio. George had been working on the *Kate Cory* and in the past was our

Kammerlander ship building method expert. I expect that most of our communications in the future will be personal visits and "snail mail". I plan to send the newsletter to George by the USPS method.

Business

Membership Dues.

It is that time of year again - membership dues for 2022 are due.

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."

An associate member, is on who, because of distance or other restrictions, cannot physically attend club activities, but wants to receive the "Ropewalk" and other communications from the club. With our present use of Zoom and the plan to move to Hybrid meetings in 2022, age, illness, work schedule or time zone restrictions would apply.

We will continue to send out the newsletter through March 2022 for those not paid by January. If the 2022 dues are not paid by then you will be dropped from the members list.

Since we are not meeting in person or providing an electronic format to pay your dues, make your checks out to "Shipwrights of Ohio" and send by USPS to:

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

Presentation Planning - 2022

The following are the planned topics and presenters, so far, for 2022. Topics needing presenter are highlighted in red:

(January through April meetings will be Zoom)

Jan: Building a model using plans from a book with no instructions (B. Nyberg)

Feb: Planking a Deck (B. Mains)

Mar: Building a deck house from scratch (B. Nyberg)

Apr: Cannon Rigging and accessories (S. Keller)

(At this time the plan is the May through the rest of the year will be Hybrid – in-person & zoom)

May: General discussion: Jigs, Fixtures & tools plus materials and parts sources (Everyone).

Jun: Flags: How to make (M. Dowler)

Jul: History: "Marietta – early 19th C ship Building in Ohio". (B. Nyberg)

Aug: Road Trip – Marietta (A. Phelps)

Sep: **Finishing: natural and paint (plus using an air brush?)**

Oct: **Rigging: Mast & Yard Making**

Nov: **Standing Rigging**

Dec: **Running Rigging**

We still need presenters for those highlighted in red. Here is your chance to share your experience with the other modelers or share your frustrations and ask for guidance to help you grow in our craft. For some of the subjects, I have prior copies of presentations that you can use as a foundation.

If one of the topics highlighted interests you, and you either have experience in or are interested in doing the research on the topic, you will not only share your knowledge with others but you can also learn from them.

Our objective is for all of us to grow as ship modelers. Let's hear from you. Respond back by email to shipwright@wowway.com.

Presentation:

This month's presentation, given by Steven Keller and John Boeck, "Fabrication Technologies" was an overview and application of:

- Laser engravers (2 dimensional)
- 3D Printing (3 dimensional)

Laser wood cutting and engraving technology is an application for making or replacing broken parts and for lifting line drawings for scratch building.

3D Printing technology consists of:

- Filament printer – extrudes melted plastic filament to build a 3D item.
- Resin printer – can use multiple products to build an item, layer by layer. It works well for highly detailed parts.

If you are scratch building or need to replace parts on your ship model, these technologies will enhance your ability. There are free CAD programs available on the internet as well as companies that will turn your drawings from concept to useable parts without costing you the price of purchasing equipment.

The presentation was built on PowerPoint and should be available on our web site.

Ships on Deck:

The following is an update on what your fellow craftsman have been working on. As you can see, the progress covers from finishing prior work, restoration, to new builds. Thanks to all who submitted their progress and questions.

Bluenose Dories

Steven Keller

Revisiting the deck accessories for the Bluenose schooner on display for several decades.



I worked on the nest of dories used for fishing. The Bluejacket kit provided eight Britannia cast hulls that required finishing the internals. I printed the frame lines onto cardstock, cut, and installed the frame and seats.



The picture shows an example with one half painted in final colors. Fortunately, only two dories need to be completed as the stack will hide the insides of hulls lower in the nest.



Will work on other details once the dories are finished.

Sea Witch

Bob Mains



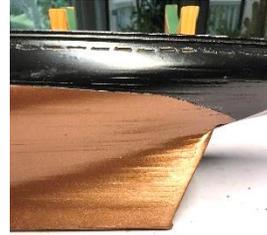
December 20, 2021

Bob displays his restoration of the clipper ship *Sea Witch*.

Bluenose

Cliff Mitchell

Cliff, picked up the Model Shipways *Bluenose* kit and has a few issues with the hull finish that had already been done. He was looking for suggestions on how to proceed with a painted but rough surface on the hull and had questions about the row of scuppers and their shape.:



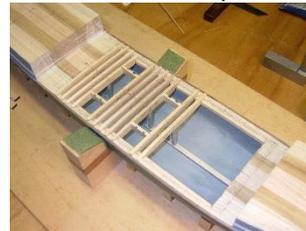
It was suggested that the old paint be stripped, sanded, and then the hull filled with a Bondex type filler product to fill the dips and smooth the hull before repainting.

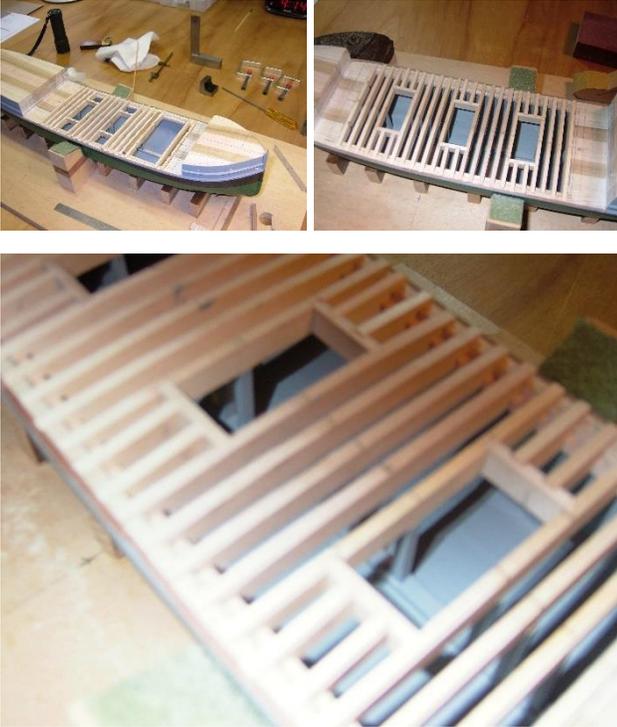
The other issue was the scuppers shown in the lower right photo. After reviewing the plans and L. B. Jenson's book "*Bluenose II*", it was determined that the scuppers as made were correct, but their shape was not. They should be flush with the deck and the openings corners rounded.

Margaret Olwill

Bill Nyberg

Progress this month on building up the deck. When the solid hull was cut out the deck was flush. Curvature was required to allow water to drain.





The deck beams and supports are complete. You can see the deckbeam supports resting on the keel. They loaded 600 tons of crushed rock on her deck and with a 36 foot beam, the deck would sag without supports.

Presently working on fabricating the cargo deck bulwarks, Planking the deck and building the cargo hold commings.

I encourage each of you to share photos of your works in process, what you have completed in the past, and what you plan to work on in the future. Send it to your editor in jpeg format with a short write up.

Other Notes: "Stuff", Tugs & Things

Nautical Terms

Wearing ship: Tacking away from the wind in a square-rigged vessel.

Weather deck: Whichever deck is that exposed to the weather – usually either the main deck or, in larger vessels, the upper deck.

Weather gauge or weather-beam: Favorable position over another sailing vessel with respect to the wind.

Weather helm: The tendency of a sailboat to turn to windward in a strong wind when there is no change in the rudder's position. This is the opposite of lee helm and is the result of a dynamically unbalanced condition.

Weather ship: A ship stationed in the ocean as a platform for surface and upper air meteorological observations for use in weather forecasting.

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Weather side: The side of a ship exposed to the wind.

Weatherly: A ship that is easily sailed and maneuvered; makes little leeway when sailing too windward.

Weigh anchor: To heave up (an anchor) preparatory to sailing.

Well: Place in the ship's hold for pumps.

Well-found: Properly set up or provisioned.

West Indiaman: A British term used in the 18th and 19th centuries for any merchant sailing ship making voyages between the Old World and the West Indies or east coast of the Americas. The term most frequently was applied to British, Danish, Dutch, and French ships.

Glossary of Nautical Terms Wikipedia

Nautical Research Journal

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

Print Journal - \$55

E-Journal - \$40

Combined - \$65

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

What are the advantages?

Journal Editor, Paul Fontenoy, announced that the Guild will be issuing a special supplemental copy of Volume 67 in 2022 at no extra charge to NRG members. It is scheduled for release sometime in mid to late January. Fontenoy stated that other issues of this publication are planned, but their release dates will be somewhat random in nature, and will depend on the amount of articles that are available. This inaugural copy will focus on small craft less than 100 feet in length. These will not be life boats or tenders off larger vessels. Paul referred to them as "autonomous vessels" such as a Dutch Galliot, an Aleutian Kayak, or a Barcelona Fishing Vessel. All the content in these special editions will be new.

The NRG Online Store continues to add new items to their inventory. It was announced that a new line of 3D printed figurines will be available soon. They will be featured in different scales, and poses, and in some cases, different materials. Over 70 different subjects will be available, and they will come unpainted.

Web Masters Update

Our website is maturing slowly. Many non-e-commerce websites provide static information and don't change much. They mostly update readers

regarding events and present the curious a description of the site's sponsors. The vision for our site is, of course, to provide the same information while also being of service to people with a common interest in ship modeling.

Version 2 of the website expanded the information of Ver. 1 and added functionality. Analysis of the website traffic indicated that visitors left after looking at one or two pages. It implied that visitors were not engaging with the increased content. Or that they were not easily finding the information they wanted. The current version of the site reformats the homepage and reorganizes the information

As you know, our site offers modeling information in many formats and a range of topics. So, Version 3 is focused on quickly navigating the site. The changes are mainly:

- 6 Buttons on the homepage to take viewers more directly to information and graphics changes
- In the e-library, instructions for retrieving the texts we have listed from the source libraries.
- Increase in texts available to 300+
- A youth modeler's section to the library
- An increase in the *New to Modeling* section to add videos and a little more information
- A video section listing modeling techniques
- A form to join the club

I am open to any suggestions that will make the site more valuable in our craft. Please don't hesitate to contact John Boeck (boxlink@aol.com) with your ideas.

Web Site

Have you visited our web site: www.shipwrightsofohio.com lately? If you are not featured in the "Members Showcase", the page where the models built or restored by our members, past and present are displayed? Take digital pictures of your models and send them to John Boeck at: boxlink@aol.com, he will include them under your name. Include the name of the ship you modeled.

While out there, explore what else, John has posted as information for you to use and to help you in your build process.

Just as a reminder: our web master has installed a button on our web site home page (at www.shipwrightsofohio.com) that allows you to click on it and come directly into our monthly club zoom meetings.

Reading Suggestion

If you are a "Tin Can Sailor" or just like well written war stories, I have just finished one.

Based upon the 2 ½ hour battle, Leyte Gulf, Battle of Philippines, 1944, off the Philippine Island of Samar, between the U.S. Navy's "Taffy 3", made up of 6 - CVE's, 3 - DD's and 4 - DE's and the Imperial Japanese Navy. James D. Hornfischer's "The Last Stand of the Tin Can Sailors" is an excellent read.

Published in 2004, it should be available through your local library or through Amazon for \$15.07.

Tugs

C.S. Addison, Sr.



The *C.S. Addison, SR.* was a fish tug, built in West DePere, WI in 1927 Her measures were: 35.1' x 11.3' x 4.6' with a tonnage: 19 grt. She was owned by William A. Addison when launched in 1927.

A fish tug is a hardworking fishing boat. Designed to meet the requirements of a challenging environment, the Great Lakes fish tug is a form seen nowhere else. Though some are now in museums, many continue their job of harvesting fish from Lake Huron, Michigan and Superior.

The *Addison* was owned in 1935 by George Sewers, and in 1847 by E. R. Jacobson. She was abandoned in 1959.

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

James Adams



In 1886, William Bertman built at Windsor, Ont., a wooden towboat for William Balmer, also of Windsor. She was powered by 10" bore x 8" stroke upright engine built at Buffalo in 1865. Her measures were

48.8' x 15.1' x 4', with a tonnage of 73.4 grt. Her ownership was changed to W. Holder, Windsor in 1897 and again in 1903 to William Kennedy. In October of that year, the *Advance* caught fire, between Spanish River and the Soo and, Manitoulin Island where she burned to a total loss. She was towed to the Soo while ablaze. Total loss.

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

New Year's Ships Log

On the First Night of the New Year, an unofficially endorsed truce allows the sacrosanct veil of regulation to be pierced — if only for a brief moment. During the mid-watch from midnight to 0400 (and only during the mid-watch) it is permitted for a ship to record the first entry of the New Year in verse. In this annual, fleeting, first entry of the New Year, the deck log bears witness to a hint of individuality, personality and sometimes the mindset of shipboard life. However, navy regulations remain ever obstinate, and the leeway for creativity comes with a caveat: all entries should still include the specified requirements noted in current Navy Regulations, and administered under OPNAV instruction issued by the Chief of Naval Operations.

And therein lies the rub. The OOD (often with some assistance from the crew) is granted the freedom to compose the entry as they artistically deem fit — provided they include such mandatory details as the sources of electric power, steam and water; the state of the sea and weather; position of the ship; status of the engineering plant; courses and speed of the ship, bearings and distance of objects sighted; changes in status of ship's personnel, disposition of the engineering plant, and even the strain upon anchor chain or cables when anchored and the placement of lines while moored. This tradition presents a challenge to the imaginative (or unlucky) author to maintain meter or rhyme and still report all these details in an original manner over multiple stanzas whether on wartime patrol...

Moored starboard side to the pier that floats,
In Berth Eleven, by the harbor boats,
At Naval Station on Yokosuka Bay-
In old Japan we spend New Year's Day.

Six mooring lines doubled will hold us in place,
With two wire ropes out, just to save face.
Steam is from Forward, we're making our own,
From the pier we are getting fresh water and phone.

Other ships present are both large and small,
Of the Seventh Fleet they are members all.
We are also surrounded, both fore and aft,
By various yard and district craft.

USS Galveston, a ship large and fine,
Is the flagship for SOPA, CRUDESFLOT Nine.
The readiness condition is Number Three,
If you don't think we are ready, just try us and see.

We have Yoke set (and know it's set right)
So the old *Henry B.* is quite watertight.
To the past we bid a fond adieu,
But out with the old and in with the new.

December 20, 2021

The crew of the *Wilson*, with a hearty cheer'
Wish all those who read this a Happy New Year.

USS Henry B. Wilson (DDG 7)
M. W. Kilgore, LTJG, USN

At 8kts, steaming with *Hanson* in stride,
Richard K. Turner serves country with pride.
Dangerous waters are these on the coast,
Rimmed with Viet Cong who are hardly our host.
Nothing must daunt on this New Year's night,
This year, as last, we must concentrate might,
Fighting aggression, and guarding our home,
Wary, lest Commies try farther to roam.

This ship is darkened as *Hanson* is too,
Hiding the fact we're on 020 true.
SOPA and Officer in Tactical Command —
Captain of *Turner* is much in demand,
He is the judgement, on which we rely,
He calls the shots, and TE 77.0.1.2 does comply.
COMSEVENTH Fleet has positioned us here
Near North Vietnam, where our purpose is clear.

USS Richmond K. Turner (DLG 20)
1 January, 1967

Presentation Schedule:

2022

Jan 15 – Building with plans from a book
Feb 19 – Planking a deck
Mar 19 – Deck house from scratch
Apr 16 – cannons and Accessories
May 21 – Jigs & Fixtures - discussion
Jun 18 – Flags
Jul 16 – History: Marietta, ship building
Aug 20 – Road trip
Sep 17 – Finishing: natural & paint
Oct 15 – Rigging: Mast & yards
Nov 19 – Rigging: Standing
Dec 17 – Rigging: Running

Events & Dates to Note:

2022 Tentative Schedule

Columbus Woodworking Show

Ohio Expo Center
January 21-23, 2022

IPMS Columbus

BLIZZCON 2022
Delaware County Fair grounds
236 Pennsylvania Ave.
Delaware, OH
Saturday, February 20, 2022

Miami Valley Woodcarving Show

Christ United Methodist Church
700 Marshall Rd., Middletown, Ohio 45044
March 6 & 7, 2022

44th Midwestern Model & Boat Show,

Wisconsin Maritime Museum, Manitowoc, WI
May 13-15, 2022

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 17, 2022

NRG Conference

Oct. 2022

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Wooden Steamers on the Great Lakes

Written by William E. Nyberg

1857-A

Avon: At Kingston, George Thurston, with master carpenter: John Counter, laid the keel for a wooden propeller who would be used in the bulk freight trade. She would have a capacity for 3,500 barrels and would run between Montreal and the Upper lakes, with occasional voyages between Halifax, NS and Chicago, IL. Her first enrollment was at Montreal, Que. in 1857 with her owner listed as Hooker, Pridham & Co. of that city. Her measures were: 132' 3" x 23' 4" x 10' 5" and a tonnage (old style) of 303. She was powered by an engine with two cylinders, 22.5" bore x 30" stroke, that worked at right angles on the same shaft, and had been built by Miln & Miln Dock Engine Works of Montreal. The engine had originally been installed in propeller *Tinto* (C-1855). Her master for the 1857 season was Captain Mowatt.

In 1860, ownership of the propeller *Avon* was transferred to Hooker, Jacques & Co., Montreal. Her master for the 1860 season was Captain Radcliff. June of that year, the *Avon* delivered Russian guns to Kingston. Fall of 1861, down bound for the St. Lawrence River, the *Avon*, laden with corn, went aground at Long Point, Lake Ontario. She was released and towed into Kingston by the Canadian sidewheel steamer *Hercules* (C-1856), September 31, 1861.

In 1862, her ownership was transferred to Jacques, Tracy & Co., Montreal. In December of that year, the *Avon* responded to the distress signals from the brig *British Queen*, who while bound for Oswego, NY with square timber, had sprung a leak and had four feet of water in her hold. The *Avon* towed her into Kingston harbor for repairs.

Her master for the 1864 season was Captain Smith. In August of that year, the *Avon* rescued survivors of the burned propeller *Racine* (US21708) off Rondeau Point, Ont. on Lake Erie then towed the burning vessel into shallow waters near Dealtown, where she burned to the water's edge. October 1865, bound down, Hamilton, Ont. to Montreal, the *Avon* struck between the buoy on Lake St. Louis, St. Lawrence River, near Lachine and sank near the entrance of the Lachine Canal. Raised. December 1865, the *Avon*, which had been leaking badly, had been drawn upon the ways at Kingston and the carriage was about to be removed, when the chains suddenly gave way, and the *Avon* rushed off the ways, hurling a number of wedges high in the air,

scattering the timbers and several small boats which stood in her way, and ended far out into the stream with only two men on board, and with two large holes in her bottom, which had been bored after hauling her up, to let the water out. Ropes were got out, and she was drawn into the slip at the foot of Earl Street. The second largest wheel of the machinery was broken into pieces, as well as the driving cog wheel, which was also demolished. No lives lost. In July 1866, the *Avon* was chartered by the Canadian government to deliver lighthouse supplies. April 1867, she was reconditioned at Kingston, Ont, receiving new main and upper decks and deck beams.

In April 1869, her ownership was changed to Captain Hartley, Collingwood, Ont. who planned to use her for the bulk freight trade between Collingwood and Kingston, Ont. Her master for the 1869 season was Captain Thompson. July of that year, the *Avon* collided with the schooner *A. Medbury* (US388) in the Welland Canal. Both required repairs.

In July 1869, ownership of the propeller *Avon* reverted back to her previous owners, Gold & Co., Montreal, a financial firm, with the default on payments. Her master for the 1869 season was Captain Riddell. In August 1869, the *Avon* was fitted up for the grain trade. October of that year, while bound down, the *Avon*, laden with grain & flour, sprang a leak in a gale and beached near 40-mile point, Presque Isle, MI, Lake Huron. The *Avon* was raised by tug *Magnet* (US16322) on Oct 22, 1869 and while towed towards Presque Isle, she beached again the following day. Salvaged a second time on October 28th, the propeller *Avon* wrecked in new storm. November 19, 1869, she was reported broken up and had entirely disappeared.

Final enrollment for the propeller *Avon* was surrendered, October 1869 and endorsed "foundered".

Alliance: Built for the ferry trade on the Niagara River between Black Rock, NY and Fort Erie, Ont. by Bidwell & Banta, Buffalo. She was a wooden, sidewheel steamer and when enrolled at Buffalo in July 1857, her measures were: 87.0' x 16.1' x 6.1', with a tonnage (old style) of 85. Her owner was Captain James Haggart, Black River, NY. Master of the steam ferry was Captain James Haggart.

In 1862, with the death of Captain James Haggart, ownership of the ferry *Alliance* was changed from his estate to Henry Thornton. The ferry *Alliance* was rebuilt in 1865. In 1868, she was remeasured and registration at Buffalo, NY updated to 107.36 grt. She was issued official number 300. In the spring of

1869, the ferry *Alliance* was laid up on the Niagara River at Lower Black Rock, NY. November of that year, the *Alliance* disappeared from her moorings at Lower Black Rock and drifted down the Niagara River and over the Niagara Falls. Totally destroyed.



Burlington: The wooden propeller *Burlington*, was enrolled at Buffalo on May 12, 1857. Built by Daniel M. O'Connor, Buffalo, her measures were: 137.3' x 25.5' x 11.8', with a tonnage (old style) of 384.78. her original owners were listed as: Henry Fitzhugh, ½ share; Dewitt C. Littlejohn, ½ share, both from Oswego, NY - (Littlejohn & Co. "Old Oswego Line"). She had been built for the passenger, package freight trade and ran between Oswego, NY and Chicago, IL and was powered by a Direct Acting, 24" bore X 36" stroke engine built by Swartz Foundry, Buffalo, NY and equipped with a boiler 7'6" x 18". Her master for the 1857 season were Captain Elijah K. Bruce; Captain Henry Fitzhugh; Captain Lewis Litts. Due to the 1857 financial panic the *Burlington* was idle for most of 1857 and 1858 and in 1859, the vessel was auctioned off for \$8,000 to Mr. Kemp, Buffalo, NY.

March 1860, her enrollment indicates, ownership of the *Burlington* was changed to Gibson T. Williams, 1/3 share and Clinton Bank, 2/3 share, both from Buffalo. Her initial master that year was Captain Gibson T. Williams.

In May 1860, ownership of the *Burlington* was changed to Eber W. Owen, Ann Arbor, MI and her enrollment transferred to Detroit. Master of the *Burlington* for the remainder of the 1860 season was Captain L. H. In August 1861. The *Burlington* went ashore near at the mouth of Sandusky harbor on Lake Erie. She was released.

In November 1861, ownership of the *Burlington* was changed to C.C. Blodgett, Detroit, MI and chartered to the Erie Railway Line for runs from Buffalo to Dunkirk, NY, Cleveland, Sandusky, Toledo, OH and Detroit, MI. May 1863. bound from Buffalo to

Port Stanley, the *Burlington*, entering the port during a storm, struck the pier knocking a large hole in her port bow. Repaired. April 1865, she was readmeasured at Detroit, and her enrollment changed to 137' x 25.25' x 12'; tonnage 460.65 grt, and she was issued official number 2157. For the 1868 season she was chartered to the New York Central Railway Line.

Ownership was transferred to C. C. Blodgett and George Lockhart, Detroit in 1871

Ownership of the propeller was changed to Captain Robert J. Hackett in 1872. In May 1872, the *Burlington* went aground on Charity Island, Saginaw Bay. Released. November 1872, the *Burlington* bound from Bay City, MI to Buffalo, with the barges *Kentucky*, *Star of the North*, & *Forrest Queen* in tow, all loaded with lumber, were caught in a severe storm and lost all her barges when the tow line broke between Gravelly Point and Point Albino on Lake Erie. The *Kentucky* & *North Star* anchored and rode out the storm while the *Forrest Queen* with a crew of seven was lost. Later that month, the *Burlington* sank in Pelle Passage on Lake Erie when she was cut by ice. She was reduced from passenger, package freight to bulk carrier and her enrollment updated to: 137' x 25.3' x 12'; 276 grt - 203 net. She was placed in service in Hackett's Western Transportation & Coal Company hauling lumber. Her master for the 1873 season was Captain E. Rathbun. In 1875, the steambarge *Burlington* pulled a tow of 10,000 ton of stone up the Detroit & St. Clair Rivers to Sand Beach Harbor.

In April 1878, ownership of the steambarge *Burlington* was changed to Thomas Adams, Detroit. In April 1879, the steambarge *Burlington* was condemned by United States local inspectors at Algonac, MI and would not issue a license for the vessel.

The steambarge *Burlington* was sold to B.F. Smith, Alabaster, MI & A.F. Ballard, Bay City, MI and they had the steambarge towed to Bay City for rebuilding by Wheeler Shipyard, West Bay City, MI.

Ownership of the steambarge *Burlington* was changed to William Jenkinson, Port Huron, MI in October 1879.

In May 1881, ownership of the steambarge *Burlington* was changed to Port Huron Transportation Co., William Jenkinson, president. The *Burlington* would tow the schooner-barge *O.J. Hale*, A.C. *Keating*, and *H.F. Church*. In April 1885, during the spring thaw, the steambarge *Burlington* and her consort *H. F. Church*, were struck by the barge *Dan Allan* and forced into the Military Street Bridge at Port Huron, cracking the structure and blocking the Saint Clair River.

In February 1886, ownership of the steambarge *Burlington* was changed to R. M. Burrington, Bay City, MI. In April of the following year, her ownership was changed to R. M. Bradley, et al., Bay City, WI. In May of 1887, the *Burlington* ran aground at Sombra, Ont. Saint Clair River. Released. April 1888, the *Burlington* received \$4,000 improvements during her rebuilt at Bay City, MI. Chief engineer for the steambarge for 1888 & 89 was Fredrick Wolff.

Her ownership was changed to C.H. Bradley, Bay City, MI in March 1891.

Ownership of the *Burlington* was changed G.K. Jackson, Bay City, MI in March 1894. The following month, while towing three lumber laden barges, the steambarge caught fire opposite Smith's coal dock at Windsor, on the Detroit River and sank at Sandwich West. The Canadian Government released the steambarge in December 1894.

The sunken steambarge was sold to Stephen B. Grummond, Detroit, Grummonds Mackinac Line; He had her salvaged and repaired the vessel after the fire. She was returned to service in 1895, with her master Captain Bowen. August 1895, bound down, for Detroit from Manitoulin Island, the steambarge *Burlington* laden with lumber, burned to water's edge while at anchor at the entrance to the Straits, Meldrum Bay, Manitoulin Island, Lake Huron, near mouth of St. Mary's River. No lives lost.

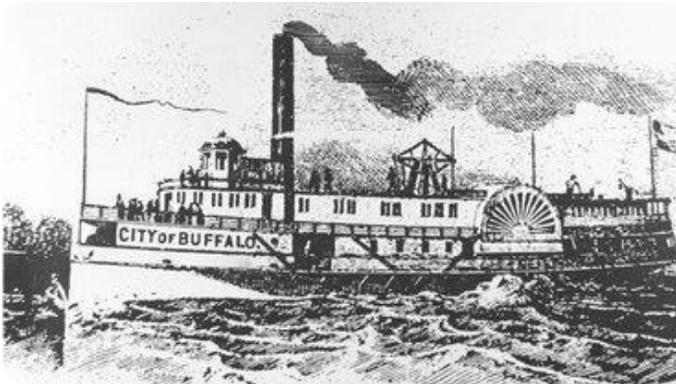
Final enrollment surrendered at Detroit, MI September 9, 1895.

Morgan Iron Works, New York. Her boiler was built by John D. Sheppard and her wheel was 38' with 10' paddles. She had four cross bulkheads, with 5 5; iron bands, stem to stern, plus two hogging arches. Master of the sidewheel steamer was Captain A. D. Perkins with Samuel Nesbitt as engineer. July 25, 1857, she made her maiden voyage. In October 1857, the steamer *City of Buffalo* was damaged in a gale on Lake Erie, incurring a property loss of \$400. Due to the depression of 1858, the steamer *City of Buffalo* was laid up for the year.

The *City of Buffalo*, resumed passenger/package freight service between Buffalo, and Toledo and Detroit in 1859. Her master for the 1859 – 60 seasons was Captain A. D. Perkins. June 1859, the steamer *City of Buffalo* was struck by the tug *Maria Martin* in Cleveland Harbor. July 1860, she was damaged in a collision with a brig *Fanny B. Gardner* (US9198) in the Buffalo, NY harbor. Repaired. Due to the downturn in the steamer excursion business, the steamer *City of Buffalo* arrived at Buffalo, NY to have her engines and furniture removed. Her engines were sold to parties in New York. The steamer joined the sidewheel steamer *Western Metropolis* in being removed and dismantled.

In August 1862, ownership of the hull *City of Buffalo* was sold to parties in New York. June 1863, lying at Bidwell's shipyard, Buffalo Creek, the hull of the steamer *City of Buffalo* was placed up for sale on a cash on basis.

In June 1863, ownership of the *City of Buffalo* was changed to the Honorable Erastus S. Prosser, Buffalo, NY. He had her converted to a propeller for the bulk freight trade. The propeller *City of Buffalo* registered measures were changed at Buffalo, NY to 329.0' x 40.6' x 13.4'; 1,742 tons (Old Style). Her engine, 50" bore x 38" stroke, built by David Bell, Buffalo, NY, December 16, 1863. Master of the *City of Buffalo* for the 1864 season was Captain T. W. Steele. In 1865, she was readmeasured and her tonnage changed to 1,976 gross tons. In October 1865, the propeller *City of Buffalo* went aground on Stoney Island in the Detroit River. She was released after lightening her cargo. Her master for the 1866 season was Captain Hathaway. June 1866, the propeller sprang a leak, caused by the breaking of a steam pipe, on Lake Michigan. Repaired. Her property loss was set at \$1,000. The following month the *City of Buffalo* collided with the tug *Robert Emmett* on Lake Michigan. Later in July, recently arrived from Milwaukee, laden with oats, and docked at the Sturges' Elevator, Buffalo, the *City of Buffalo*, while discharging her cargo, had fire run abaft the



City of Buffalo: Built by Bidwell & Banta, Buffalo, for the passenger, package freight trade at a cost of \$250,000, the wooden, sidewheel steamer was owned by the Michigan Southern Railway Co. of Detroit. She was enrolled at Detroit with measures 331.0' x 40.0' x 15.6' and a tonnage (old style) of 2,026.0. She was powered by a vertical beam, low pressure engine, 76" bore x 144" stroke, built by
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smokestack. In less than five minutes the flames had extended the whole length of the vessel. She was towed to the end of the slip, but not before the fire had spread, enveloping the grain elevator. The wind spread the flames to a shed containing 150 barrels of coal oil. The vessel burned amidships and the weight of grain at either end caused the ship to hump up, forming a "turkey back". The ship was a total loss. No lives loss. Property loss: Elevator - \$120,000; Hull - \$80,000, Cargo - \$41,315, Corn in elevator - \$66,323, oil in storehouse - \$5,700, damage to coal-dock, outbuildings, etc. - \$6,000.

City of Cleveland: In 1857, the wooden sidewheel steamer, built by Bidwell & Banta, was enrolled at Buffalo and her measures recorded as: 227.75' x 30.5' x 11.75' with a tonnage (old style) of 788. Built for the passenger, package freight trade at a cost of \$75,000, she was powered by a low-pressure engine with a single cylinder, 45" bore x 144" stroke, built by Buffalo Steam Engine Works. The engine had originally been installed in *Garden City* (US1853). The builder, as owner, chartered the steamer to the Michigan Central Railroad and she ran between Cleveland and Detroit. Her master for the 1857 season was Captain J. M. Lundy with Charles Holcomb as engineer.

July 1857, the *City of Cleveland* collided with the bark *Courtlandt* (US4382) off Point Pelee, Ont., Lake Erie. In Later that summer she was chartered to the Lake Superior Line. In May 1858, the *City of Cleveland* went aground on the flats at Lake George, Sault Ste. Marie, MI. She was not released for two days. For the 1859 season, the *City of Cleveland* was chartered to the Detroit & Milwaukee Railway to run between Milwaukee and Grand Haven, MI.

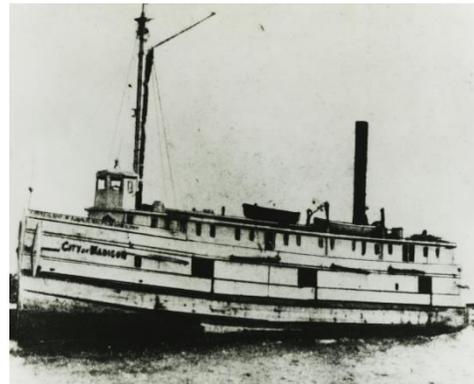
Ownership of the steamer *City of Cleveland* was changed to L. H. Pratt, Buffalo, in 1860, and she continued to run between Milwaukee and Grand Haven, MI. September of that year she was back running on the Lake Superior Line.

In the middle of September, ownership of the *City of Cleveland* was changed to Eber. B. Ward, Detroit, for \$25,000. Her master for the remaining 1860 and the 1861 season was Captain George H. Ryder with Joel Odette as first engineer. November 1860, after riding out a gale on Lake Erie, where she had to jettison 50 tons of copper ingots and 58 tons of pig iron to save her and the passengers, the *City of Cleveland* struck a pier while entering Cleveland harbor carrying away one of her wheels. In September 1862, she broke her crank pin on Lake Huron. The following month the *City of Cleveland*

collided with the propeller *Northern Light* on Lake Superior.

Ownership of the steamer *City of Cleveland* was changed to the Detroit & Cleveland Steam Navigation Co., Detroit, in 1864. In May 1866, she broke her wheel on the Detroit River. October of the same year, she again broke her wheel on the Lake Erie. Property loss \$1,000.

May 1867, the *City of Cleveland* was sold at auction to Daniels and Captain J. McNelly, Detroit, for \$4,000. They had her upper works stripped and she was converted to a barge for the lumber trade. She had the capacity for 600,000 feet lumber. October 1868, bound for Saginaw, MI, with three other barges, in tow of the tug *Winslow*, the barge *City of Cleveland* was torn loose during a gale on Lake Erie and went ashore between Madison and Conneaut, OH. She was abandoned as a total loss.



City of Madison: Van Slyke, Notter & Co. Buffalo, built a wooden propeller for Elijah K. Bruce, of Buffalo, to be used in the passenger, package freight trade at a cost of \$28,000. First enrolled at Buffalo, her measures were recorded as: 134.3' x 26.2' x 12.1' and her tonnage (old style) was 394.5. She was powered by a vertical direct acting, high pressure engine, built by David Bell Engine Works, Detroit.

In May 1857, her ownership was changed to Dewitt C. Littlejohn & Henry Fitzhugh of Oswego, NY. Master of the *City of Madison* for the 1857 – 59 season was Captain Joseph C. Pease. Later in 1857, ownership of the *City of Madison* was transferred to the Old Oswego Line, Oswego, NY, Dewitt C. Littlejohn, President. Master of the propeller for the 1860 season was Captain E. McGowen. July of that year, while entering Willow Creek on Lake Michigan, the *City of Madison* struck a pier. Damage set at \$150. The following month, she went aground at Sugar Loaf, Lake Erie. Cargo was lightered off to release her. Damage estimate of \$500.

Ownership shares for the propeller *City of Madison* were changed early in 1862, to Alonzo H. Failing; Francis B. Dane; Alida M. Littlejohn; and Lewis Grant, all of Oswego, NY. May 1862, Ownership shares were transferred again to Alonzo H. Failing; Francis B. Dane; Alida M. Littlejohn, all from Oswego; and John R. Beatty, Chicago, IL. April 1863, shares in the *City of Madison* was transferred to Francis B. Dane; and Alida M. Littlejohn, both from Oswego; and John R. Beatty, Chicago, IL. July 1863, the *City of Madison* went aground at Carp River, MI on Lake Michigan. She jettisoned some pork, flour and wines to release herself. Loss was estimated at \$1,650 to hull and \$2,600 in cargo. In September of the same year, down bound for Chicago, laden with 300 tons of ore, the *City of Madison* struck a rock above Church's Landing, Sault Ste Marie, Saint Marie River, and sank in 30 minutes. She was raised by the wrecking steamer *Magnet* (U16318) and towed to Detroit, MI for repairs. Damage to hull was set at \$6,200 and to the cargo \$4,000. At the end of the 1863 season, shares held by the Oswego owners were transferred to Edwin Haskins, Saginaw, MI and John R. Beatty, Chicago, IL.

Ownership shares in the propeller *City of Madison* were transferred, in 1864, to Charles W. Rogers and John R. Beatty, both of Chicago. May 1865, the *City of Madison* was re-admeasured at Chicago and her registered numbers changed to: 134.9' x 26' x 11.7'; with her tonnage at 487.23 grt. Issued official number 4350. June 1869, the *City of Madison* ran aground at Apostle Islands on Lake Superior. She jettisoned bricks and 300 bags of potatoes before being release. October 1870. down bound from Lake Superior, the *City of Madison* struck some rocks in the St. Mary's River. Arriving at Chicago, IL she went into dry dock and found her forefoot and part of keel were carried away. May of the following year, she again struck rocks in the St. Mary's River, Sault Ste. Marie and was badly damaged. July 1871, bound up, laden with a cargo of pig iron from Lake Superior, the *City of Madison* ran into Bromflow's & Bates' dock, Mackinac, MI while coming into port. She struck the center of the pier, and ran her nose in about 14 feet, cutting through three caps, and shoving the flooring and stringers out of place for fifty feet. Damage is estimated at from \$300 to \$500. December of that year, she struck a reef in Grand Traverse Bay, Lake Michigan.

Ownership of the *City of Madison* changed in March 1873, to F.B. Gardiner, Green Bay, WI for \$16,000. She would ply between Pensaukee, WI and Chicago, in the lumber trade. May 1873, the *City of Madison* went ashore at Washington Island, Green Bay, and sank. She was reported abandoned. June

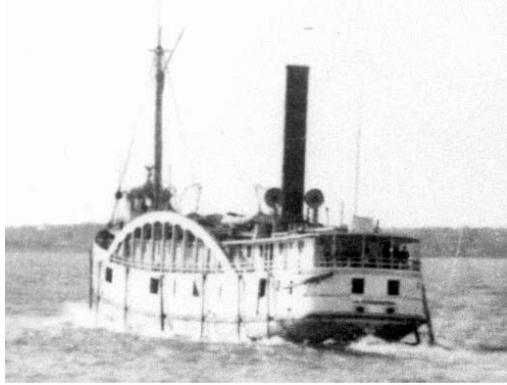
1874, her enrollment documentation was surrendered at Chicago.

July 1874, the tug *Leviathan* (US14612) assisted in pumping out the vessel and raising her for the insurance company. She was towed into Milwaukee, WI for repairs.

February 1876, her ownership was changed to Charles A. Wilmer, Milwaukee, and P.V. Demster. December 1876, the *City of Madison* stranded on South Manitou Island, Lake Michigan. She was abandoned.

March 1877, the *City of Madison* was recovered and converted to a steambarge during winter lay-up. August of that year, bound from Chicago, to Ludington, MI, the *City of Madison* caught fire and burned to the water line, about thirty-five miles off Kenosha, WI on Lake Michigan. Vessel was declared a total loss. No lives lost.

City of Superior: Laffrinier & Stevenson, Cleveland, built for the Hanna, Garretson & Co., Cleveland, OH: Leonard Hanna managing owner, a wooden propeller to be used in the package freight trade on the Cleveland, Detroit, Lake Superior Line. First enrolled at Cleveland, her recorded measures were: 187.7' x 20.3' x 11.0' with a tonnage (old style) of 578.67. She was powered by two- high pressure engines, 24" bore x 36" stroke with two screws, 8' 9" each. The engine was built by Cuyahoga Furnace Co., Cleveland, OH. At her first enrollment, August 17, 1857, her owners were listed as: Leonard Hanna, ¼ share; Hiram Garretson, ¼ share; Robert Hanna, ¼ share; John Spalding, ¼ share. All from Cleveland. The vessel was valued at \$50,000. Her master for the 1857 season was Captain John Spaulding. The *City of Superior* made five round trips from Cleveland to Superior, WI. carrying cargos of provisions and mining supplies. November, on her sixth-round trip for the 1857 season, laden with household good and livestock, blinded by a dense snowstorm, the *City of Superior*, went on the rocks at full speed at the entrance of Copper Harbor, Keweenaw Point, Lake Superior and became a total loss. The roaring breakers, whipped up by the gale, tore the vessel apart during the night. Most of her freight was saved. No lives lost.



Comet: Early in 1857, Peck & Masters, Cleveland, built for Dean Richmond (New York Central Railroad Co.) of Buffalo, a wooden propeller to be used by the railroad for the passenger, package freight trade to run between Cleveland and Buffalo. Her first enrollment at Buffalo was May 19, 1857 and her measures were: 181.6' x 29.0' x 12.3' with a tonnage (old style) 621.9. Her cost to build was \$38,500. She was powered by a direct acting, vertical, low pressure, oscillating engine, with and cylinder 24" bore x 36" stroke, built by Cuyahoga Steam Furnace Works, Cleveland. Her master for the 1857 season was Captain Henry Watts, with William S. Curtis as first engineer. During winter layup of 1860, she received a full deck cabin. Her master for the 1864 season was Captain John McKenzie. May 1865, the *Comet* was readmeasured at Buffalo, and her enrollment updated to 182' X 29.16' X 11.16'; 744.16 grt. She received official number 5685.

Ownership of all the New York Central Railroad Co. propellers, including the *Comet*, were been changed to T. D. Dole, Buffalo in November 1867. The *Comet*, plus 16 other steamers, were under contract to New York Central Railroad Co. and were managed by Sheldon Pease. The other steamers are *Artic*, *Atlantic*, *Araxes*, *Eclipse*, *Equinox*, *Evergreen City*, *Dunkirk*, *Galena*, *Mendota*, *Marquette*, *Missouri*, *Orontes*, *Pacific*, *Rocket*, *St. Louis*, *Toledo* and *Wenona*.

In 1868, the ownership of the *Comet* was changed to: David M. Kelly, Green Bay, WI and she ran in the Green Bay and Buffalo Line. August 1869, upbound, the *Comet* collided with the steamer *Silver Spray* (steamer *Ida*, renamed in 1865) on Lake St. Clair. Damage to the *Comet* was slight but the *Silver Spray* sank. In October of that same year, while upbound with merchandise, the propeller *Comet* collided with the downbound propeller *Hunter* (US11139), carrying a cargo of 15,000 bushels flour, off Fighting Island, Detroit River. Both vessels sank. After patching her bow and pumping her out, the

Comet was taken to Campbell & Owen's dry dock for repairs.

In 1870, ownership of the *Comet* was transferred to Land & River Transportation Co. of Wisconsin. Her master in 1870 was Captain M. Lake and in 1872 Captain Frank F. Langley.

The ownership of the *Comet* was changed in 1873 to: M.W. Hanna; George W. Chapin, both from Cleveland; and Seth Caldwell, Buffalo. The *Comet* ran between Cleveland and Duluth in the iron ore trade for the 1873 season. During winter 1874 layup she was rebuilt. During the 1874 season, she made 11 round trips to Lake Superior.

Shares for the propeller *Comet* was transferred to M.W. Hanna and George W. Chapin in 1874. Her master for the 1875 season was Captain Francis Dugot with C.L. Scoville as chief engineer. In August of 1875. The *Comet*, down bound, from Marquette, MI to Cleveland with a cargo of pig iron, silver ore and wool collided with Canadian steambarge *Manitoba* (C-1870), on a foggy night, seven miles southeast Whitefish Point, Whitefish Bay, Lake Superior and both sank in 300 feet of water. Eleven lives of the 21 aboard both were lost.

In 1980, the wreckage of the *Comet* was located.



Dacotah: Luther Moses, at Cleveland, built a wooden propeller for James Clark et al, of Cleveland. Enrolled at Cleveland, July 1, 1857, her measures recorded were 193.7' x 30.6' x 12.5', with a tonnage (old style) of 698 31/95. She was powered by a low pressure, oscillating engine with a 50" bore x 40" stroke, built by Cuyahoga Steam Furnace Co. Her wheel measure 11'. Built for the passenger, packet freight trade and ran for the New York Central Railroad on the Lake Superior Line between Buffalo, Cleveland, and Chicago.

May 1859, the *Dacotah* broke her machinery in the Straits of Mackinac and had to be towed to Detroit for repairs. Her master for the 1860 season

was Captain William Cross. Bound up, the *Dacotah* left Buffalo, freighted with merchandise for Chicago. On November 24th, she was caught in a gale on Lake Erie, and was driven ashore near 18-mile creek, close to Angola, NY. Her total crew were lost including the crew of the propeller *Marquette* who were traveling home after laying up their vessel for the winter.

Dubuque: May 1857, Dan O'Connor built, at Buffalo, a wooden, propeller for Henry Fitzhugh & Dewitt C. Littlejohn, of Oswego, NY with measure of 139.9' x 26.0' x 11.7' and a tonnage (old style) of 399 74/95. She was intended for the bulk freight trade between Oswego and the upper lakes. Her master for the 1857 season was Captain J. M. Litz.

In June 1859, due to effects of the depression, the ownership of the *Dubuque* was changed, at auction, to A. W. Harvey for \$8,700.

The following month her owner was lists as Benjamin F. Jarvis, et al. Oswego. In October of the same year, the schooner *Jo Vilas* and propeller *Dubuque*, came in collision off Port Burwell, Ont. The schooner was bound down on Lake Erie, with a cargo of wheat and had her bowsprit and head-gear carried away by the accident. She was taken in tow by the *Dubuque* to Port Burwell, whence she was towed to this Buffalo by the tug *Relief*.

Ownership of the propeller *Dubuque* was changed in July 1861 to William L. Bowstin & Jos. W. Peabody,

In 1863, her ownership was changed to Niles & Brewster of Buffalo.

In November of the same year, ownership of the *Dubuque* was changed to John Hutchins, Detroit. The propeller *Dubuque*, laden with supplies and powder, in December 1863, was cut through by ice and sank at Portage Bay, MI, Keweenaw Bay, Lake Superior. Master of the *Dubuque* for the 1864 season was Captain Pelky. April 26, 1865, the *Dubuque* was readmeasured and her enrollment updated to: one deck, one mast, 135.5' x 26' x 12'; 501.22 grt. She was assigned official number 6149. Her master for the 1867 season was Capt. D. M. McLeon. Later that year, suffering from an illness, and transferred from the *Dubuque*, died on board sidewheel steamer *Wave*, (U-26645) on Lake Huron.

In May 1869, ownership of the *Dubuque* was transferred to Anna Hutchins.

Four months later, on September 23, ownership of the *Dubuque* was changed to Eber B. Ward of Detroit.

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March 1870, ownership of the *Dubuque* was changed to James W. Candler et al, Detroit, MI. May of that year, while off Grand River, the *Dubuque* sprang a leak on Lake Erie. She went into dry dock at Buffalo for repairs. In August of that same year, she went ashore opposite China, MI on the St Clair River. During winter 1871 layup, the *Dubuque* was rebuilt and her registered tonnage changed to 276.44 grt.

Ownership of the propeller *Dubuque* was changed to William Rankin & George Wilson of Detroit, MI. Two years later, in April 72, she went ashore off Amherstburg, Ont. on the Detroit River.

Ownership of the propeller *Dubuque* was changed to W. O. Harrison, Detroit in April 1876. In that month, she had been converted to a barge with her enrollment tonnage changed in May 1877 to 288.32 grt. September 1877, while in tow by the tug *Burnside* on Lake Erie, due to heavy weather the tow rope broke about three miles east of Long Point Light, Ont. and the barge *Dubuque* went ashore on Long Point. She was stripped of her canvas and abandoned where she came ashore.

Final enrollment for the *Dubuque* was surrendered at Detroit, August 10, 1878 and endorsed "total loss".

NOTE: The next three wooden steamers raised a question when I was writing this. All three (*Eclipse*, *Equator* and *Equinox*) were enrolled on the same dates (May 12, 1857) and have the same measures (184' x 31' x 11' 6" and a tonnage (old style) of 620 65/95), but were built by two different builders as recorded in the C. Patrick Labadie collection on file at the great lakes maritime, Alpena County, George N. Fletcher Public Library. The builder for the latter two is listed as Captain Frederick Nelson Jones. The builder for the *Eclipse* is listed as Francis Nelson Jones. I expect that the Francis Nelson Jones was how the enrollment papers were annotated and this is a clerical error at the enrollment office.

Further research identified the Captain Frederick Nelson Jones [15] was born April 8, 1815 in Westbrook CT. and died March 23, 1883 at Buffalo NY. He is buried at Forest Lawn Cemetery, Section F, Buffalo. His father was Augustus Jones [1] (1782 - 1841). His siblings were William Augustus Jones [2] (1806 - 1888), Benjamin Buel Jones [9] (1809 - 1870), George Washington Jones [13] (1812 - 1894), and James Monroe Jones [10] (1824 - 1898) and his sons were Benjamin Hodge Jones (1850 - 1926) and William Francis Jones (1857 - 1907). This list does not include sisters, daughters, or children who passed early in life. [Note: the number in brackets is

the known ships greater than 100 tons built by the individual]

Taking the research further, I checked my list of 1621+ wooden steamers built on the Great Lakes between 1816 and 1926, and found that there were 50 ships built by a builder with a last name of Jones, at ports on Lake Erie and Lake Michigan between 1830 to 1881. I compared this with the number of wooden ships built in Buffalo by the recognized builders: "Bidwell & Banta" who built 54 ships between 1837 - 1854 and "Union Dry Dock" who built 20 wooden ships between 1871 - 1891. I have also check BGSU Historical Collection, People Database and did not find any reference to a builder named Jones.

I have since written to the Buffalo historical society, The national Museum of the Great lakes" and the Bowling Green State University Historical collection, asking the question: "Is there any documentation, articles, books, papers written about Captain F. N. Jones and this family of ship builders?"

Eclipse: On Tuesday, May 12, 1857, the first enrollment for the wooden propeller *Eclipse* was issued. Her measures were recorded as 184' x 31' x 11.5' with a tonnage (old style) of 620 65/95 and her builder was Francis (Frederick) Nelson Jones. Her original owner was: Dean Richmond, New York Central Railroad, Batavia, NY. She was powered by a high-pressure engine, builder unknow. She was built for the passenger, package freight trade and ran Buffalo, NY – Sandusky, OH – Toledo, OH. She was valued at \$50,000 and was a duplicate of the *Equator* & *Equinox*.

In October 1861, while leaving Buffalo harbor, the *Eclipse* collided with the schooner *Scotland*. Her master for the Up bound from Buffalo to Toledo, OH, the *Eclipse* collided with and sank the down bound schooner *Sarah E. Hudson*, laden with 18,000 bushels of wheat from Chicago for Buffalo, off Point Abino, Ont. One life lost. September 1865, the *Eclipse* was readmeasured and her enrollment measures changed to: 2 decks, 183.6' x 31' x 10.55'; 887.42 grt. She was issued official number 7231.

In 1866, her ownership was changed to Buffalo & Toledo Transportation Co. November of that same year she broke her machinery on the Detroit River and incurred a property loss of \$400.

May of 1867, ownership of the *Eclipse* was changed to William G. Fargo, Buffalo. He ran her without recorded incident until late in 1867.

November of 1867, her ownership was changed to T. D. Dole, Buffalo. The Central Railroad contracted with Mr. Dole for the transportation of all its freight to and from Lake Erie ports for 5 years. Sheldon Pease was manager.

April 1869 the ownership of the *Eclipse* was changed to Union Steamboat Co., Buffalo; and she ran Buffalo to Chicago, IL. In 1869, she broke her machinery on the St. Clair River in May; went ashore, in fog, on Point Abino, Ont. in June; and damaged her upper works in a collision with the sloop *Dashing Wave* (U6530) on Lake Erie in August. For the 1870 season, the *Eclipse* was chartered by J. L. Hurd & Co. to run in the Saginaw trade.

At the start of the 1871 season, the J. L. Hurd & Co. took ownership of the propeller *Eclipse* and she ran Cleveland to Detroit. In May of that year, the *Eclipse* damaged her bow by striking a pier at Buffalo.

In April 1872, her ownership was changed to Ryan, Johnson & Co. She was rebuilt as a steambarge with a deck removed. Her enrollment tonnage was changed to 469.5 grt. In October 1874, her machinery was removed and she was converted to a barge. In that same month, while enroute to Huron, Ohio, under tow of the steambarge *Yosemite* (U27541), she was struck by a gale and went ashore near Black River, OH on Lake Erie. The barge *Eclipse* was declared a total loss and abandoned.

Equator: On Tuesday, May 12, 1857, the first enrollment for the wooden propeller *Equator* was issued. Her measures were recorded as 184' x 31' x 11.6' with a tonnage (old style) of 620 65/95 and her builder was Frederick Nelson Jones. Her original owner was: Dean Richmond, New York Central Railroad, Batavia, NY. She was powered by a low-pressure engine with a 42" bore x 36" stroke, builder unknown. She was built for the passenger, package freight trade and ran Buffalo, NY – Sandusky, OH – Toledo, OH. She was valued at \$50,000 and was a duplicate of the *Eclipse* & *Equinox*.

In October 1862, the propeller *Equator* collided with the schooner *Jo Villas* (U12767), near the north end of the breakwater at Buffalo. The schooners damage was set at \$2,000. September 1865, the *Equator* was readmeasured and her enrollment measures changed to: 2 decks, 183.6' x 31' x 10.55'; 887.42 grt. She was issued official number 7233.

May 1867, ownership of the *Equator* was changed to William G. Fargo of Buffalo.

July of the same year, her ownership was changed to E. A. Buck; and she was chartered to run Racine, WI – Buffalo, NY in the grain trade.

In July 1868, her ownership was changed S. Webster, Chicago for \$20,000. August 1869, the *Equator* damaged her stern by striking a dock at Milwaukee. The following month, she was damaged in a freshet at Buffalo. In October of that same year, the *Equator* went ashore on Racine Reef, Racine, WI. She was released and in the same month she collided with canal boats at Buffalo, damaging them. She ended that year, while trying to pull the schooner *Southwest* (U22359) off a reef in November, when she foundered in a gale off North Manitou Island on Lake Michigan. Total loss.

The wreck of the propeller *Equator* was sold to Mark J. Tyson, Milwaukee & George Robinson, Manistee, MI in 1870. She was raised and towed, by the tug *Leviathan* to Milwaukee and rebuilt as a barge. Enrolled as a barge, renamed *El Dorado*, and registered as: 1 – deck, 3- masts, 189' x 31.7' x 11', 487 grt and issued official number US135117. Her engine was removed and installed in the tug *Bismarck* (U2767), which later towed her in the lumber trade.

Ownership of the barge *El Dorado* was changed to Ludington & Co., Chicago in 1873.

Ownership of the barge *El Dorado* was changed to Menominee River Lumber Co. Marinette, WI in 1879.

In September 1880, ownership of the barge *El Dorado* was changed to L. Styfield, St. Clair, MI. Her master was Captain L. Styfield. In November 1880, during a westerly gale on Lake Erie, the barge *El Dorado* and her tow mates were cast adrift by the steamer *James P. Donaldson* (U76183) about one mile from the harbor entrance to Erie. The *El Dorado* broke up on the rocky coast. No lives lost.

Equinox: On Tuesday, May 12, 1857, the first enrollment for the wooden propeller *Equinox* was issued. Her measures were recorded as 184' x 31' x 11.6' with a tonnage (old style) of 620 65/95 and her builder was Frederick Nelson Jones. Her original owner was: Dean Richmond, New York Central Railroad, Batavia, NY. She was powered by a low-pressure engine with a 42" bore x 36" stroke, builder unknown. She was built for the passenger, package freight trade and ran Buffalo, NY – Sandusky, OH – Toledo, OH. She was valued at \$50,000 and was a duplicate of the *Eclipse & Equator*.

For the 1863 season, she ran in the Lake Erie & Green Bay Line and for the 1864 season she ran Buffalo & Toledo line, then the Chicago,

Milwaukie & Buffalo Line. September 1865, the *Equinox* was readmeasured and her enrollment measures changed to: 2 decks, 183.6' x 31' x 10.55'; 887.42 grt. She was issued official number 7232.

In 1866, her ownership was changed to the Buffalo & Toledo Transportation Co., Buffalo, and she ran Buffalo, NY to Marquette, MI & Portage Lake. August of that year, the *Equinox* went ashore at Mud Lake, MI (between Ludington & Muskegon, MI). Loss set at \$300. The following month, she ran into the schooner *Darien* (U6142) in Cleveland harbor. Damage to the schooner set at \$500.

In November 1867, her ownership was changed to T. D. Dole, Buffalo, NY and the New York Central Railroad chartered her to carry freight to and from Lake Erie ports for a five years period.

Ownership of the *Equinox* was transferred to the Union Steamboat Co., Buffalo in 1867. In May 1869, the *Equinox* was damaged in a collision with the propeller *Tonawanda* (U24110) near Point Au Pelee, Ont. In October 1870, bound down, laden with 3,500 pounds of salt and 1,500 shingles, the *Equinox* collided with the bark *Lafrinier* (U14665), bound up, in the southwest bend of the St. Clair River. The *Equinox* was run onto the bank and lay with her stern under water. She was raised and repaired. Her master for the 1871 season was Captain George Bowle.

April 1872, ownership of the *Equinox* was changed Dwight D. Scott, Cleveland. Master of the *Equinox* for the 1872-75 seasons was Captain Dwight D. Scott with Mr. Preston as chief engineer. In 1872, she made nine round trips to Lake Superior. October of that year, she went aground on South Manitou Island. The *City of Fremont* (US4379) pulled her off. She was rebuilt during winter layup 1873 and her enrollment updated to: 184' x 30.8' x 10.7'. The *Equinox* was chartered for the 1875 season by Grand Truck Railway and ran Sarnia, Ont – Chicago. In September 1875, bound from Sarnia, Ont. for Chicago via Bay City, laden with 6,708 barrels salt and her deck with lumber, and the lumber laden schooner *Emma S. Mayes* (U8722) in tow, the *Equinox* foundered during a storm about eight miles off Big Sable Point, MI, Lake Michigan. Twenty-two lives lost.

Some Notes:

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

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

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

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

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

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.)