

© 1957 Edwin Tunis

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 17, 2022

**Next Meeting: January 21, 2023;  
"Principles of rigging"**

## Table of Contents

<b>December</b>	1
<b>Business</b>	2
<b>Election of Officers 2023</b>	2
<b>2023 Presentation Schedule</b>	2
<b>Additional Operating Changes</b>	2
<b>Ships on Deck:</b>	3
<b>Alva B.</b>	3
<b>Moonglow</b>	4
<b>Sprague</b>	4
<b>Margaret Olwill</b>	6
<b>Armed Virginia Sloop, 1768</b>	7
<b>Other Notes: "Stuff", Tugs &amp; Things</b>	8
<b>HMS Resolute</b>	8
<b>Nautical Terms</b>	8
<b>Tugs: Great Lakes</b>	9
<b>J. L. Beckwith (Towboat) 1873</b>	9
<b>Philo S. Bemis (towboat) 1859</b>	9
<b>Presentation Schedule:</b>	10
<b>Events &amp; Dates to Note:</b>	10
<b>Cargo Hold</b>	10
<b>Wooden Steamers on the Great Lakes</b>	11
<b>1861-65, the War Years</b>	11
<b>1864-C</b>	11
<b>Some Notes</b>	19



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

## December

Snow was drifting past the window and it was looking a lot like Christmas, then it just turned gray and cloudy and I was reminded that this is central Ohio.

It has been a busy month. Your club officers met and wrestled with the issues of membership, dues, election of officers and the 2023 presentation schedule. We also discussed growing our membership going forward. With this month's meeting falling on the Saturday before Christmas Eve and with no presentation scheduled, it was proposed and accepted, that we cancel our monthly meeting and focus on our families and the meaning of Christmas.

I had sent out a note, asking for photos and writeup of what you are working on. It appears that my request and suggestion was not taking too seriously as I received only three reports, so I filled the gap with what I am working on.

All that said, read through the business section of this newsletter. We are moving forward in the new reality from the pandemic and its impact upon this club. We will be voting on changes to the club constitution and our dues plan, and the proposed changes to the clubs leadership at the January meeting. Also, I have included the presentation schedule for 2023 and some initial thoughts on growing our membership.

I wish you a very Merry Christmas and a Happy New Year. Take care of yourself and your families, look to those you know who may need help, are lonely and may need human contact. Till next month.

Your editor.

## Business

On December 8, 2022, your club officers met to discuss and approved the following to be presented, and voted on, at the January 21, 2023 meeting.

### ***Constitutional Question***

In the November 2022 "Ropewalk" the constitutional question about membership had been outlined and on page 2, and the following proposal was listed:

To rewrite the club's Constitution and By-Laws to include:

- Single membership level.  
Article III of the club's constitution would be amended to read  
"Membership in the organization shall be open to all who share an interest in the purpose and activities of the "Shipwrights of Ohio\*".
  1. All persons shall be eligible for Regular Membership. Regular members shall have the right to vote and hold office.
- Single yearly dues  
Article III of the clubs By-Laws would be amended to read:
  1. The annual dues for regular members shall be \$20.00, payable by March of the current year.
  2. A new Regular member, joining after the March meeting, may pay for the part of the year that remains, at the rate of \$5.00 per quarter.

A copy of the clubs Constitution and By-Laws will be attached in the email with this newsletter.

### ***Election of Officers 2023***

At the January 21, 2023 meeting, the club members present will be asked to approved the following slate of officers for 2023:

President: Bill Nyberg  
Vice President: Bob Mains  
Treasurer: Lee Kimmins  
Web Master: John Boeck  
Zoom Master: Steve Keller  
Zoom Master backup: Bob Mains  
Club Photographer: Alan Phelps

### ***2023 Presentation Schedule***

We also discussed our 2023 presentation schedule that will include:

- 3 hybrid (in-person/zoom) meetings a year at various locations for hands-on demos. Columbus, Dayton/Oxford, and Canton/Cleveland.
- 9 zoom meetings a year

The tentative presentation schedule and presenters are:

01/21 - Rigging: The Principles of Rigging - Nyberg  
02/18 - Research: Internet, Historical Info - Boeck  
03/18 - Getting Started with RC Boats - Phelps  
04/15 - Fixtures: Rudders - Nyberg  
05/20 - Masts, Yards, & Spar Making - Markijohn  
06/17 - Standing Rigging & deadeyes - Keller  
07/15 - Running: Block & Tackle, Belaying - Mains  
08/19 - Making Sails - Nyberg  
09/16 - Fixtures: Capstans & Windlasses - Nyberg  
10/21 - Finishing: Natural & Paint - Mitchell  
11/18 - Displaying & mounting ship models - Ross  
12/16 - Soldering - Phelps

### ***Additional Operating Changes***

Due to my potential surgeries and age, (scheduled for stents to open the left anterior descending artery on December 22<sup>nd</sup> and the replacement of the aortic valve, January 23 or 24<sup>th</sup>, 2023) and that most of the operations of the club for the past 18 years have been in my hands, it was suggested and accepted that I transfer some of the operations to other club officers and participants. Some immediate changes that you will see, are:

- The presenter will also run the meeting. To facilitate the change, I will be providing the PowerPoint meeting template that we have been using for the past few years. It follows the format: Welcome, Business, Presentation, Ships on Deck, Open Discussion, Closing.
- Notice of the meeting and reminders will be sent out by our Zoom Master.
- Charitable registration to the Ohio Attorney general and the yearly 990-EZ filing for our 501-C7 tax-exempt status will be handled by our club treasurer.
- Responding to contacts received from visitors to our web site will be handled by the web Master.
- The collection of past presentations will be transferred to our web master after we determine capacity needs.

### ***Growth of Membership***

As we all know, ship modeling is a very individual endeavor and one, that the most of us, we do in our shops, away from family and friends. The November 17, 2022 Encore section of the Wall

Street Journal included an article by Beth Decarbo, titled "Why Hobbies are Crucial in Retirement". Some of the points she made were:

- Engaging in a creative hobby enhances middle-aged and older adults' cognitive and mental health.
- Committed participation in leisure activities acts as a buffer against depression.
- Creating something makes you feel productive
- A study last year concluded that hobbies reduced the risks of cardiovascular disease, especially strokes, in participants ages 40 – 69.
- Hobbies provide a sense of identity and recognition from others; a mastery of a skill or topic; and a feeling of calming and spirituality.

Crafts are a good place to start, even if you do not think you are creative or artistic.

That led me to the question: in a state with a population of 11.8 million: there are only 30 ship modelers? That led to a second question: How do we reach those retired, and approaching retirement?

The club officers discussed this concern and we have identified the following:

1. We are developing the "Moonglow" project: An RC build that can be taught at a senior or community center, geared to potential or retired individuals to introduce them to ship modeling. This would be a multiple week project.
2. John Boeck is working on a poster that, when published, could be posted at libraries, community centers, senior centers, hobby shops, churches and coffee shops, or anywhere a public listing can be posted.
3. I will be putting a letter together, to be sent to all libraries in the communities we live in about hosting a ship model display at the library.
4. The best way, would be that each of you invite a friend or neighbor to your ship modeling shop and introduce them to this hobby. If you are not aware, Model Expo had a three-model offering from Model Shipways of:

Skill Level 1: Lowell Grand Banks Dory – kit \$29.99; kit, paint, and tools - \$49.99.

Skill Level 2: Norwegian Sailing Pram – kit \$49.99, paint \$19.99.

Skill Level 3: Muscongus Bay Lobster Smack – Kit \$69.99, paint \$19.99.

### **Ships on Deck:**

The following is an update on what your fellow shipwrights have been working on. As you can see, the report covers the continuation of their previous progress reports and photos.

The rest of you, get out your camera and take pictures of what you are working on so others  
December 17, 2022

can admire, compliment and be motivated. Send them to [shipwright@breezelineohio.net](mailto:shipwright@breezelineohio.net) in jpg format.

### ***Alva B***

William Schwartz

Bill last reported, in the October "Ropewalk" on his progress building a model of the tug *Alva B*. You may recall, the *Alva B* was a wooden tug, built at Buffalo in 1890 at the Union Dry Dock Co. She foundered off Avon Point, OH, in November 1917 and her propeller is on display at Avon Lake, Bill's home.

Bill has made great progress and is hoping to finish the model by Christmas. Here are his photos.



Hull and deck complete.



Working on bulwarks.



Bulwarks and stern decking installed.



Building the cabin





Interior of the pilot house



Deck house skeleton



Deck house



Another view of the deck house. Note, I have the sequence out of order, with the bulwarks not installed in the photos of the deck house.

Nice work Bill. Look forward to seeing the finished model.

Note: this is not a kit. Bill is building scratch using the original plans found while inventorying the plan collection at the Inland Seas Museum in Vermillion, OH. The plan collection had been donated by the American Ship Building Corp. and included ships plans of Great Lakes sailing and power craft, wood through steel, from the company and its predecessors, covering a period from 1867 to 1920. With the move of the Inland Seas Museum to Toledo as the National Museum of the Great Lakes, the plan collection is presently stored in the Bowling Green Historical Collection at Bowling Green State University, Bowling Green, OH. For additional information and contact information search on <https://greatlakes.bgsu.edu/> or contact Mark Sprang [sprangm@bgsu.edu](mailto:sprangm@bgsu.edu)

### **Moonglow**

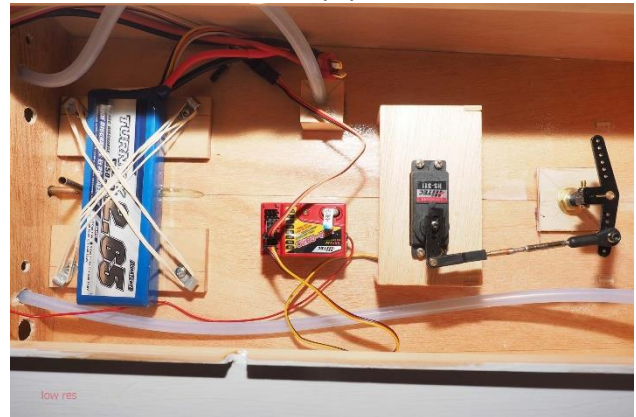
Alan Phelps

Alan has provided a photo of the cruiser "Moonglow" and photos of the RC controls installed in the model. RC is not an inexpensive hobby and to make it more appealing, Alan has divided the costs into two categories: "Starter RC Equipment" and "One Time Purchases". The former is installed in the

model where the latter are reusable. The "Starter RC Equipment" includes the kit and comes to \$218. The "One Time Purchases" include the transmitter, battery and battery charger and comes to \$112. Total to get into RC would be \$330. Here is the photo of the "Moonglow".



In addition, installed RC equipment in the boat:



### **Sprague**

Lee Kimmins

The following was found by Lee as he was researching the sternwheeler *Sprague*. He had found that a model of the vessel had been built back at the turn of the 20<sup>th</sup> C. In the great grandson research, while doing genealogy and looking for

information on his great grandfather, discovered that he had help build a model of the *Sprague* for the Pittsburgh Exposition in 1908. In the grandson's research, he found information about his great grandfather, the model and he was able to trace the history of the model and where it is today. The model as built, was over 10 ft long and displayed in a tank of water pushing 54 barges.

It is not often that we, as model builders, stumble upon a current history, with reference to a ship model we are building, especially one built for one purpose and after 100+ years, is still exhibited in a museum, but half way across the country.

Lee, in his research on the *Sprague* came upon an article from a journal of the daily activities at the Elizabeth Marine Ways, 1898-1925.

In the following, the author (great grandson) has detailed his search for a model of the Steamer *Sprague*, that his great grandfather and five other employees of the Elizabeth Marine Ways, located in Elizabeth, PA along the Monongahela River, built in 1908. Photos of the model are included after the article.

The author, in his research, learned and acquired the journals written by his great grandfather, John William Lynch (JW). The journal entries began in 1885 and continued through 1945. Note: the italicized entries are copies directly from the diaries.

*"I learned that my great grandfather had worked at the Elizabeth Marine Ways and a majority of the first journal dealt with the work performed at the Ways. Lists of men and boats were documented and daily activities were recorded."* In his research, the author would also learn the importance of the river history as it was noted on these pages.

One of the entries from 1908, indicated that JW and several other men had built a scale model of some barges which were to be used for display purposes.

*..."The miniature ½ inch scale model barges—coal boats—coal barges—coal flats—coal boat bottoms—a replica of the Str. Sprague and a miniature bridge were built at the Elizabeth Marine Ways August, 1908. These were first on exhibition at the Pittsburgh Exposition 1908-1909. The barges and other coal craft were hitched into the Str. Sprague representing the largest tow that ever went down the Ohio River. They were exhibited in a large shallow tank of water. They were all loaded with coal and passing under the bridge. This display was put on by The Monongahela River Consolidated Coal and*

*Coke Company (M.R.C.C.&C.) and were installed, ready for public inspection by Jno Wiegler and Jno Morgan and myself. Later they were exhibited in Europe, London, Paris and Rome, after which they came back to the Ways.*

In 1926, the bridge and coal craft were still at the Ways. The *Str. Sprague* is in the offices of Pittsburgh Coal Company, Oliver Building, Pittsburgh, Pa.

*..."A working model of the SPRAGUE was built in 1908 for exhibition at the annual opening of the Pittsburgh Exposition along the Allegheny River, near the Point. The SPRAGUE was reproduced with a revolving paddlewheel and electric lights and was hitched to 56 miniature coal boats loaded with coal. The whole of the exhibit was contained in a tank 50 x 21 feet, filled with water, with a model of the Cairo, IL bridge featured. This exhibit of the high art of coal boating was sponsored by the M.R.C.C. & C. Company. Later this model was on exhibit at the Carnegie Museum, Pittsburgh for a number of years, into the early 1930s...."*

The author posted a message requesting help in locating information on the 1908 Pittsburgh Exposition and a model of the *Steamer Sprague*. In mid-March, 1998, he received several responses with basic information regarding newspapers and photograph museums. One e-mail gave me not only some tips on where to look, but went into more detail with specific names and addresses of Steamboat Museums and organizations. Through this, the author encountered Maryann Hamer, river boat buff. She stated in an early message, "The reason I am interested is simple: I love steamboats." Maryann and he corresponded for several months, sharing pages from JW's journal and she, in exchange, telling him about the entries and explaining the various steamboat construction words.

As time passed, he visited the Heinz History Center in Pittsburgh and read many books on the 1908 Exposition, including several programs from the event. Many photos were available, but all were of exterior events such as parades and dedications. He even called Consolidation Coal, the present owner of the Elizabeth Marine Ways, hoping the company might have some photos in its archives—but no luck.

Then in May, 1998, Maryann sent him a short message indicating that she had talked with Jack Custer, an expert river buff, about the model of the *Sprague*. He insisted that the model still existed and was now owned by an unidentified woman from Pittsburgh who had a chain of mattress stores. He immediately began his own search, pulling out the

Yellow Pages and looking up Mattress Stores. In the process, he found an ad for a museum in Pittsburgh called "The Mattress Factory." He immediately called The Mattress Factory Museum and informed the receptionist of my quest. Within minutes, Barbara Luderowski, founder and director of the museum, took my call. It turns out, Barbara was the owner of the model of the *Steamer Sprague*. She had purchased it at an auction just a few months prior, and explained that it was previously owned by the Carnegie Museum. Barbara said the model had been placed on the auction block after a fire had burned a hole in the *Sprague's* roof.

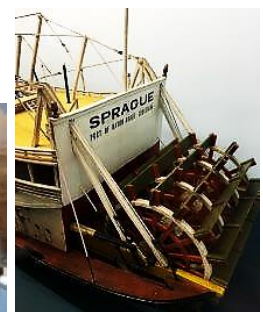
The model had been found! Barbara and he talked for some time over the phone then arranged a time when he could visit her and see the model. The following Saturday, he and his wife went to the Mattress Factory to finally see the model. We were immediately struck by the size of the model which was over 10 feet long, three feet wide and three feet high. It was huge! He now understood why it was considered the Sesqui-Centennial's primary exhibit. Barbara was in the process of rebuilding the model and had disassembled the *Sprague* into four primary sections -- the upper deck, hull, pilot house and the large red wheel. The upper decks were in one piece and it was easy to see the detail that went into the model's construction. It included such items as blankets and bed pillows in each of the cabins, hinged doors, and detailed railings.



November 2008 Barbara Luderowski left a message, informing him that she had sold the model to the National Mississippi River Museum ([www.rivermuseum.com](http://www.rivermuseum.com)) located in Dubuque, Iowa. He sent a general inquiry to this museum asking about the model which led to an exchange of emails informing him that they expected to include this model in a display sometime during 2009. The December 17, 2022

model had not been refurbished but was reassembled and sold with the burnt area on the upper deck. The new owner wanted to include this burnt area in their display as it matches a burnt area on the original *SPRAGUE* from a fire at some point in its history.

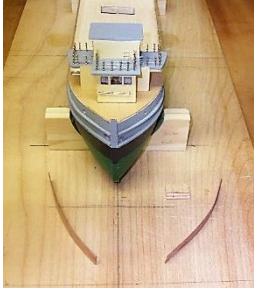
To give a perspective on the size of the model, it is 10'7" long and 2'2" wide, the picture below with a great, great grandson of J.W. Lynch, Jay M. Mohney, will help give this perspective



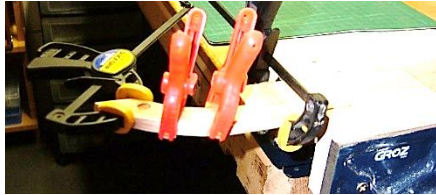
**Margaret Olwill**  
William Nyberg



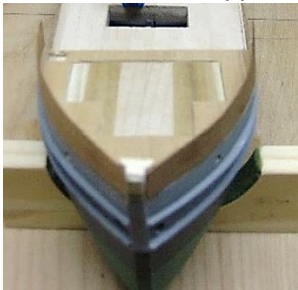
Well, with winter setting in and restricted to limited activity, I am spending more time in the shop. I had left off with the completion of the pilot house and needed to install the bulwarks on the bow deck. The model is built at 1/8" scale, so the bulwarks at 3" thick are 1/32". They needed bent to follow the bow curve, braced, with a railing at the top. In the photo below, the future bulwarks are the two bent strips.



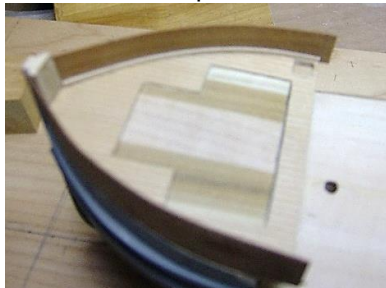
First, I had to design and build a jig to bend my bulwark in the shape of the bow curve.



I also needed to build up the stem, so that I had a surface to glue the bulwark to. With a very sharp blade, I was also able to trim the deck planking to provide an inset that the bulwark could sit on. A thin square 1/16" thick base was glued to the bottom of each bulwark to support it.

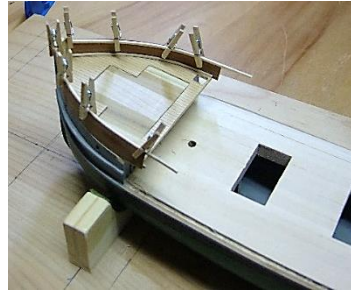


Both port and starboard bulkhead in place.



To provide additional strength, a 1/16" rail was glued to the top of the bulwark. See below.

December 17, 2022



Another view, looking forward. I still need to add the uprights to provide additional support to the bulwark.



### ***Armed Virginia Sloop, 1768***

William Nyberg

The scratch POF kit of the "Armed Virginia Sloop of 1768" was purchased from a shipwright in North Carolina almost four years ago. He had purchased the kit (# 26) originally from LSS (Lauck Street Shipyard) in Inwood, WV. I received the kit in early June 2019 and in my normal project planning, identified other research materials and also built a semi-detailed project plan (identifying the major steps and sub-steps as contained in the instructions, which I had printed and placed in a binder.

The model from this kit did not include rigging. See the photo below:



Preferring to build a vessel with rigging, my research led me to Clayton A. Feldman, MD book "Progressive Scratch-Building in Ship Modeling" which contained instructions and plans for a rigged Armed Virginia sloop of 1768. I took the time to read and research, also finding two additional writeups in the Nautical Research Journal by Rob Napier "The Bermuda Sloop Circa 1740 and Clayton Feldman article "A Study of Mid-Late Eighteenth Century

American Small Vessel Framing Practices". 111.4 hours in a year and a half, the build came to a halt on January 25, 2021 and the research, wood materials were all packed up and stored away.

Below are two photos of the build when packed away.



It is back to the drawing board to try to determine why I stopped the build and how to restart. Well, I am scheduled for a couple of months of quiet activity, so building ships seems to be a good activity for me to pursue and to keep "She who must be obeyed" calm. See you in the shipyard.

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

### *HMS Resolute*

I received a note from Kevin Moore, curator with the Rutherford B. Hayes Presidential Library & Museums in Fremont, Ohio. They are currently working on an exhibit on the history of arctic exploration in the 19<sup>th</sup> century. President Hayes received the Resolute Desk from Queen Victoria, which has been used by nearly every president since Hayes. The Resolute Desk was constructed from the timbers of the HMS Resolute, the ship that was dispatched to search for the lost Franklin Expedition. Their upcoming exhibit will use that connection as an opportunity to explore the broader maritime history of the arctic.

He was writing to see if any members of the Shipwrights of Ohio had built a model of the *HMS Terror* or *HMS Resolute*, and if so, would they perhaps be interested in loaning their model to the museum for their exhibit? The model would be placed in a closed Plexiglas case and would be

insured while in their care. The exhibit will run from March 2023 to June 2024.

In the 18 years that the club has existed, the only presentation/discussion we have had with reference to either the vessel I had on the subject, was a presentation in 2017 by Roger Holmes. I shared a copy of that presentation with Kevin and then started the search. Checking MSW (Model Ship World), I found that a modeler in the UK had recently finished the OCCRE, 1:75 scale, POB, kit of the HMS Terror.



So far, I have not found a completed model of either ship in this hemisphere. I did receive a note from the Model Shipwrights of Niagara that they had a model of the Gjoa of 1872, Amundsen's ship, Still waiting to hear back from the Hayes Museum.

## **Nautical Terms**

**Sea anchor:** A stabilizer deployed in the water for heaving to in heavy weather. It acts as a brake and keeps the hull in line with the wind and perpendicular to the waves.

**Sea State:** The general condition of the free surface on a large body of water with respect to wind waves and swell at a certain location and moment, characterized by statistics, including the wave height, period, and power spectrum. The sea state varies with time, as the wind conditions or swell conditions change.

**Sea Trial:** The testing phase of a boat, ship, or submarine, usually the final step in her construction, conducted to measure a vessel's performance and general seaworthiness before her owners take delivery of her.

**Seaboat:** A ship's boat kept ready for immediate use at sea, and used, for example, for retrieving a man overboard, or taking a boarding party to another vessel. Usually rigged with patent disengaging gear that allows both falls to be released simultaneously and quickly, so enabling the boat to be launched from a ship with way on.

**Seacock:** A valve in the hull of a vessel used to allow seawater into or out of the vessel. Seacocks are used to admit seawater for purposes such as cooling an engine, feeding a saltwater faucet, or scuttling a vessel, or to drain a sink or toilet into the sea. On warships, seacocks may be used to flood ammunition magazines with seawater to prevent them from exploding during a fire.



**Seaman:** A generic term for a sailor, or (part of) a low naval rank.

**Seize:** To bind two ropes together with small line.

**Self-sustaining:** A merchant ship that can unload herself with no assistance from harbor facilities is *self-sustaining*, while a ship that needs harbor facilities to unload is *non-self-sustaining*. Self-sustaining ships are more expensive to build, maintain, and operate than non-self-sustaining ships, but have the advantage of being able to operate in less-developed ports that lack infrastructure.

**Self-unloader:** Great Lakes slang term for a vessel with a conveyor or some other method of unloading the cargo without shoreside equipment.

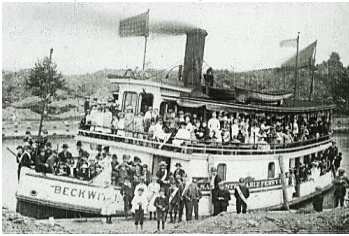
**Serve:** Cover a rope or splice by wrapping with thin line to protect it. Compare with whipping.

**Sextant:** A navigational instrument used to measure a ship's latitude.

Glossary of Nautical Terms – Wikipedia

## Tugs: Great Lakes

### ***J. L. Beckwith* (Towboat) 1873**



J. Kelderhouse built, for himself, a wooden propeller tug at Buffalo with measures: 67' x 23' x 8'; with a tonnage at 40 grt and assigned official number 75602. She was intended for towing at Detroit. In September of 1873, she ran aground on Belle Isle, Detroit River. Her ownership was changed in 1876 to Captain Howard, Detroit.

In 1878, the *J. L. Beckwith* was rebuilt as a ferry by Dunford & Alverson, Port Huron, MI. Enrolled at Port Huron, her owner was D.N. Runnels, who ran her as a ferry between Port Huron and Sarnia. In 1884, she ran as a ferry at Sault Ste. Marie.

June 1887, her ownership was changed to A.F. Hurly, Sault Ste. Marie ferry Co. In 1901, she was registered Canadian (C111802), with measures: 60' x 19.6' x 7'; 61 grt, 33 net.

In 1907 her ownership was changed to Geo. Kemp, Sault Ste. Marie. July 26, 1912, the *J.L. Beckwith*, wrecked during a storm on Lake Superior.

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

### ***Philo S. Bemis* (towboat) 1859**



William Crosthwaite built a tug at Buffalo rated at 47 tons. She went through a series of owners, from W. P. O'Brian, Buffalo to George R. Hand, Chicago in 1860, to G. Hand and J. F. Green, Cleveland to E. M. Harrington, Cleveland in 1866. She was readmeasured in October 1866: 47.6' x 11.6' x 5.6'; 29 grt. Issued official number 19864. In 1868 she moved to Bay City, MI and in 1871 to Alpena. September 14, 1872, a fire started under her boiler and she burned to the water's edge, ¾ mile off shore at Alpena. June 1879, her documents were surrendered and noted "abandoned".

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

## **Presentation Schedule:**

### **2023- Tentative**

Jan 21 – Principles of Rigging  
Feb 18 – Research: internet, Historical  
Mar 18 – Getting Started with RC Boats  
Apr 15 – Fixtures: Rudders  
May 20 – Mast, yard & Spar Making  
Jun 17 – Standing Rigging & Deadeyes  
Jul 15 – Running Rigging, Blocks, Belaying  
Aug 19 – Making Sails  
Sep 16 – Capstans & Windlasses  
Oct 21 - Finishing: Natural & Paint  
Nov 18 – Displaying & Mounting ship models  
Dec 16 - Soldering

## **Events & Dates to Note:**

### **2023 Tentative Schedule**

**Columbus Woodworking Show**  
Ohio Expo Center  
January 20-23, 2023

**IPMS Columbus**  
**BLIZZCON 2023**  
Makoy Center, Hilliard, OH  
Saturday, February 18, 2023

**Miami Valley Woodcarving Show**  
Christ United Methodist Church  
Middletown, OH  
March 4 & 5, 2023

**46<sup>th</sup> Midwestern Model & Boat Show,**  
Wisconsin Maritime Museum, Manitowoc, WI  
**May 12-14, 2023**

**Lakeside Antique & Classic Wooden Boat**  
Lakeside Hotel, Lakeside, OH  
**July 16, 2023**

**NRG Conference**  
?  
**Oct. 2023**

**Editor:** Bill Nyberg  
President and editor  
Shipwrights of Ohio  
[Shipwright@breezelineohio.net](mailto:Shipwright@breezelineohio.net)

### **Shipwrights of Ohio Officers & Staff**

President – Bill Nyberg.....614-370-5895  
Vice Pres. – Alan Phelps.....614-890-6164  
Treasurer – Lee Kimmins.....614-378-9344  
Editor – Bill Nyberg..... 614-370-5895  
Photographer – Alan Phelps .. 614-890-6164  
Web Master – John Boeck.....937-620-0258  
Zoom Master – Bob Mains.....614-306-6866

Web Site: [www.shipwrightsofohio.com](http://www.shipwrightsofohio.com)

Email: [shipwright@wowway.com](mailto:shipwright@wowway.com)



## **Cargo Hold**

[www.shipwrightsofohio.com/cargo\\_hold/](http://www.shipwrightsofohio.com/cargo_hold/)

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

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

There are currently two logo styles available:

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

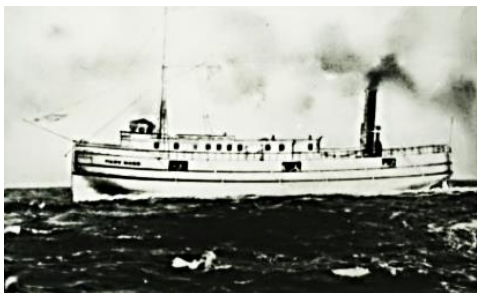


## Wooden Steamers on the Great Lakes

Written by William E. Nyberg

### 1861-65, the War Years

#### 1864-C

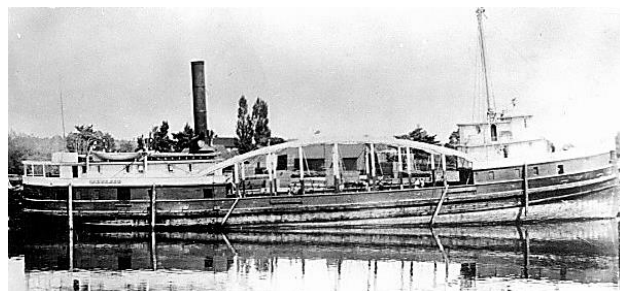


**North:** On July 29, 1864, the wooden propeller *North* was enrolled Canadian, at Montreal, Que. by her owners Glassfield, Jones & Co. of Montreal. Built by Augustine Cantin, at Montreal, the vessel had measures: 137.8' x 26.1' x 11.1' and unit tons of 235.38. She was built for the passenger, packet freight trade

Ownership of the propeller *North* was changed to H. McLemman & Co., Montreal, in April 1865, and she was placed on a run between Montreal and Chicago. In June of that year, downbound, laden with flour and pork, she went ashore in thick fog on Mohawk Reef, west of Port Colborne, Ont., Lake Erie. Her master for the 1866 season was Captain Riddle. In May 1866, the propeller *North* broke her rudder and drifted ashore at Racine, WI, Lake Michigan. Later that year, in September, while leaving Chicago, she collided with a few schooners, slightly damaging them and the propeller. In November 1867, up bound from Montreal, the propeller *North*, laden with iron ore from Liverpool, UK, caught fire while the crew was wooding at Baby's Point on the St. Clair River, and burned, sinking in 20 feet of water.

July 1868, ownership of the propeller *North* was sold, as she laid in the St. Clair River, to McKenzie of Port Sarnia, Ont. for \$1,500 in gold. She was raised and rebuilt by James E. Wood, Wallaceburg, Ont. and renamed the *Mary Ward*. Enrolled at Wallaceburg, in May 1870, her measures were: 138' 10" x 25' 9" x 11' 8", 345 grt, 236 net; and her owners were listed as Robert Lowe & James W. Steinhoff, Chatham, Ont. In July of that same year, she stranded off Chateauguay Light, St. Lawrence River due to pilot error.

In 1872, her enrollment listed an ownership change to John Stephens et al, Owen Sound, Ont. Her master for the 1872 season was Captain William Johns. In November of that year, bound from Sarnia for Collingwood, the propeller *Mary Ward* stranded, due to navigational error, on a reef in Nottawasaga Bay, Georgian Bay and then broke her back during a gale the next day. Eight lives lost.



**Pacific:** Peck & Masters, Cleveland, built a wooden propeller for the Buffalo & Cleveland Transportation Co., Buffalo. She was enrolled at Cleveland on May 02, 1864 and her measures recorded as: 186.61' x 28.41' x 12.15' and a tonnage (old style) of 616 10/95. The *Pacific* was built for the passenger, package freight trade, running between Buffalo, NY and Cleveland, OH in connection with the New York Central Railroad. Her master for the 1864 – 71 seasons was Captain Edward Kelly with Robert Learmonth as chief engineer in 1864. She was readmeasured in May 1865 and her enrollment measure updated to: 2 decks, 1 mast, 187.42' x 28.75' x 11'; 766.28grt, 603.72 net. She was issued official number 19616. Laid up early in the 1868 season, she entered the dry-dock to be refitted. Starting in July, she made regular trips between Buffalo and Chicago for the remainder of the season.

May 1869, ownership of the propeller *Pacific* was changed to the Union Steamboat Co., Buffalo. In August of that year, she had her upper works damaged in a collision with the iron steamer *Chicora* (C53588) at Marquette, MI. In November of that same year, she went hard aground on St. Clair Flats, Lake St. Clair, during a gale. In September 1871, laden with flour and wheat, the propeller *Pacific* ran on the rocks at the Sault River, knocking a hole in her bottom. Her master for the 1872 season was Captain Murch. In May 1874, she went aground on St. Clair Flats, Lake St. Clair, and again in July of that same year she went aground on St. Clair Flats. Master of the propeller for the 1877 season was Captain Edward Mooney, with Captain

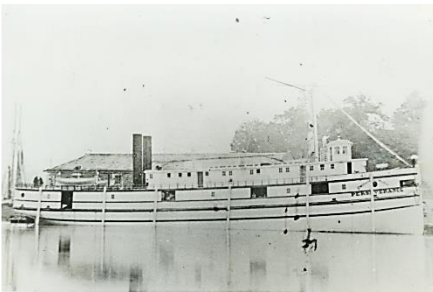


John Rains as master for the 1878 season. In May 1877, under command of Captain Mooney, the propeller, laden with iron ore, ran aground near Traverse Point, Lake Superior during dense fog and lost her rudder and shoe. She was released after two weeks of salvage work. In October of 1878, under command of Captain John Rains, the propeller went ashore in a snowstorm on the head of Cockburn Island, Lake Huron.

Her ownership was changed to Alfred Cheesebrough & Mary K. Wilson, Detroit in April 1882. They had the propeller rebuilt as a steambarge. She towed the lumber barges *Cyclone* (64114) and the *Annie Vought*. In September she towed the barge *Virginus* (25992) and schooner barge *Canton* (125164) in the Toledo to Milwaukee coal trade. Her master for the 1883 season was Captain James Foote with George Fritsche (1882) as chief engineer.

In June 1884, the steambarge *Pacific*, with a cargo of merchandise, was in a collision in the Sault River, Lake Superior. She incurred a damage loss to the hull \$2,900. Later that month, she ran ashore on the lower end of Waiska Bay, Lake Superior. The following month, laden with lumber, she sank after colliding with the steel propeller *Alberta* (C85765) in the St. Mary's River.

Ownership of the steambarge *Pacific* was changed in 1887 to Cook & Wilson, Chicago. They had the steambarge *Pacific* reduced to a lumber carrier and her enrollment measure changed, in April 1887, at Detroit to: 191.33' x 29.33' x 11.16'; 482.21 grt, 328.24 net. Bound down from Deer Park, MI for Michigan City, IN., in November 1887, laden with lumber, the steambarge *Pacific* was driven ashore near Deer Park, MI, Lake Superior and then was pounded by a gale. She was declared a total loss. No Lives lost.



***Perseverance*:** Launched on July 06, 1864 by Louis Shickluna at St. Catharines, Ont., the wooden propeller was owned by the Welland Railway Co., St. Catharines. Her measures were: 173' x 28' x 12',  
December 17, 2022

with tonnage at 564 grt. She was powered by a low-pressure condensing engine, with a 50" bore x 30" stroke, rated at 530 horsepower and built by John Gartshore, Dundas, Ont. She was equipped with two boilers, 26' x 8', each with 100 flues. The *Perseverance* was built for the passenger, package freight trade on Lake Ontario. She had an estimated capacity for 23,000 bushels of grain or 6,500 barrels of flour. Master of the propeller *Perseverance* was Captain John Fitzgibbon for the 1864 -68 seasons with Charles Mason as chief engineer. Her maiden voyage was between Kingston to Port Dalhousie, Ont. in September 1864. In May 1866, the *Perseverance* and the schooner *North Star* collided off Long Point, Lake Ontario with the schooner receiving damage at a cost of \$500. During a heavy gale on Lake Ontario in November 1867, the *Perseverance* ran into the east pier while attempting to enter the Port of Genesee, NY. She had been blown off and threw out anchors to prevent going ashore. With steam up, she slipped her cables and made the harbor safely. In October 1868, bound between Port Dalhousie and Oswego, NY, laden with 20,147 bu. corn, the *Perseverance*, took fire fifteen miles off Pultneyville, NY at 2 AM in the morning. In abandoning ship, two of the three lifeboats caught fire but the third was launched with five crew members aboard. Fourteen lives, including the captain and first engineer, were lost.

***Princess of Wales*:** Shipwright A. LeClair of West Flamborough, Ont. built a wooden sidewheel steamer (ferry) for Captain John Walsh and was launched at Alexander Browns wharf, East Flamborough, Ont. on April 20, 1864. Her measures were: 117.0' x 13.6' x 6.8. with tonnage of 94.50-unit-tons. Her engine and boiler were built by F. G. Beckett, Hamilton, Ont. The *Princess of Wales* was built for the passenger ferry trade between Hamilton and Oakland, Ont. Her master for the 1865 to 1877 seasons was her owner, Captain John Walsh. In August 1871, the *Princess of Wales* and the iron sidewheel steamer *Corinthian* (C-1864) collided in Toronto harbor. Damage was inconsiderable for both. In June 1877, she was resurveyed at the Port of Toronto and her measure updated to 94.5 grt, 65.15 net tons. The following month, on the 24, she was damaged in collision with the propeller *John C. Clarke*, in Toronto harbor and was towed to Port Dalhousie, Ont. for repairs.

May 1881, ownership of the ferry *Princess of Wales* was changed to William. A. Guildes, Toronto., Ont. During winter lay-up, 1883/84, at Toronto, the ferry *Princess of Wales* sank at her dock and was abandoned.

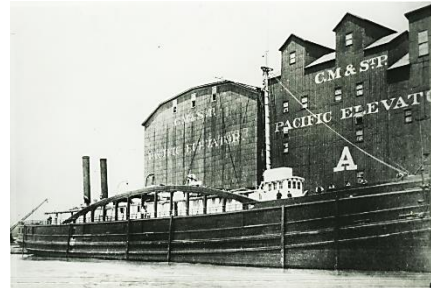
In the spring of 1884, J. Andrew, Oakville, Ont, raised the hull of the *Princess of Wales*, stripped her of her superstructure and built, using the hull, the sidewheel steamer *General Wolseley* which was launched July 21, 1884 with measures: 103' x 20' x 6', 123 grt; official number C85526. The steamer *General Wolseley* was owned by Jackman & Co., Toronto and used as a ferry between Toronto and Lorne Park, for the 1885 season.

In 1886, ownership of the steamer *General Wolseley* was changed to J. Nisbet, Owen Sound, Ont. to be used for passenger, freight trade on Georgian Bay. September of 1886, bound from Owen Sound to Dyer's Bay, on Georgian Bay, the steamer *General Wolseley* had her engine break down. Her master anchored her off Cape Croker to repair the engine and the southbound steamer *W. M. Alderson* picked up the passengers and crew. While anchored, the *Wolseley* caught fire and was run ashore where her crew carried the freight ashore before the vessel burned to the water's edge.

**George W. Reynolds:** George W. Reynolds, Toledo, contracted with the Bailey Brothers shipyard in Maumee City, OH to build a wooden sidewheel steamer for profit and chartered it to the U.S. Union Army as a transport from March 16, 1864 for an unknown period and again from January 26, 1865 for an unknown period. Her measures were: 111.7' x 20.0' x 6.0'; tonnage (old style) 124.1. She was returned to her original owner and enrolled at Sackets Harbor, NY, May 12, 1865. She was readmeasured later in 1865; tonnage 124.11 grt; and assigned official number 10829. Early in 1866, the steamer *George W. Reynolds* caught fire and burned. She was rebuilt during winter layup 1865/66.

The steamer *George W. Reynolds* was sold by Toledo parties, in May 1866, to Alexander English, Saginaw, MI and was placed on the Saginaw to Bay City, MI run. Her master for the 1868 season was Captain R. Medler. In December 1868, the steamer *George W. Reynolds* broke her cross-head on the Detroit River at Wyandotte, MI. In July 1871, while running the Pine River route, the steamer broke her connecting rod, condenser and walking beam in Saginaw Bay. She was towed to

East Saginaw, MI for repairs, estimated cost \$1,200. November 1872, laid up for the winter at Mason's Mill dock, Bay City, MI, the steamer *George W. Reynolds* caught fire, which was supposed to have originated in the engine room, and burned to a total loss. No lives lost.



**Dean Richmond:** Initially enrolled at Cleveland. April 29, 1864, as a wooden propeller, by her owners: N. C. Winslow, and H.J. Winslow, both of Cleveland, she was built by Quayle & Martin, also of Cleveland, and her measures recorded as: 238.66' x 34.75' x 13.42', with a tonnage (old style): 1,083 44/95. She was powered by two- high pressure engines, 30" bore x 30" stroke built by Cuyahoga Steam Furnace Co. She was equipped with a boiler, 22.5' x 8.5', built by Cuyahoga Works, Cleveland. She had been built for the package freight trade and would run on the Clover Line between Toledo, OH and Buffalo, NY. Her masters were, Captain S. Ramage for the 1864 season, Captain Julius Brett for the 1865/66 season, with G. M. Newton as chief engineer in 1865. The *Dean Richmond* was readmeasured at Buffalo in 1865: 236.66' x 34.75' x 21'; 1416.42 grt. At that time she was issued official number 6102. In June, 1865 the *Dean Richmond* collided with and sank the propeller *Illinois* (1849) off Point Pelee, ONT, Lake Erie. In September 1866, she collided with and sank the schooner *A. Baensch* (U564) off Waukegan, IL, Lake Michigan. Master of the package freighter for the 1867 season was Captain J. P. Hodges. In July 1868, she went ashore in fog, at Traverse Bay, MI, Lake Michigan.

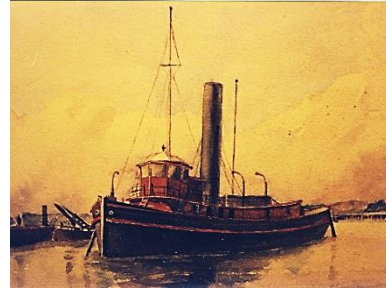
In 1871, ownership of the freighter *Dean Richmond* was changed to Union Steamboat Co, Buffalo. Her master for the 1871 – 78 seasons was Captain James Pratt. While crossing Mud Lake in October 1871, north of Detour Passage to Lake Huron, the freighter *Dean Richmond* caught fire and destroyed her entire upper works before sinking. One life was lost. She was raised and towed to Buffalo, for repairs and rebuilding by Union Dry Dock. In April 1973, her enrollment was updated at

Buffalo: 238' x 35' x 13.42'; 1432.06 grt, 1257.23 net. In May 1874, she was re-engine with a Perry & Lay compound engine, twin screw and installed by King Iron Works. In November 1874, she went aground near Pelee Island. In November of the following year, she went aground on Channel bank, Lime Kiln Crossing, Saint Clair River and in June 1876, she again went aground at McGulpin's Point, Straits of Mackinac. In September of that year, the package freighter collided with the schooner *C.L. Johnson* (U5990) in Buffalo harbor. Repaired. The following month, the *Dean Richmond* went ashore on South Manitou Island, Lake Huron. In October 1877, she was disabled off Alpena, MI, with a broken steam pipe. Masters of the package freighter *Dean Richmond* for the 1878 season was Captain Walter Robinson. In August 1878, she collided with the schooners *Noque Bay* (U18747) & *Advance* (U105102) at Peshtigo Co. dock on the Chicago River. In August of 1880, she collided with the schooner *Major H.N. Ferry* (U16631) in the Chicago River. Her master for the 1884 season was Captain Frank Provost with John H. Hogan in 1883 and Robert E. Walker during the 1885 – 87 seasons as chief engineers. In October 1884, she collided with the tug *W.H. Doan* (U80833).

November 1886, ownership of the *Dean Richmond* was changed to H. Botsford, R.J. & Dan E. Richardson, Port Huron, MI.

In March 1889, her ownership was changed to Huron Transportation Co., East China, MI and she ran Port Huron to Chicago. Her master for the 1892 season was Captain Charles Bryson Huse, with Captain G. W. Stoddard in 1893 and James Evans as chief engineer. On October 13, 1893, the package freighter *Dean Richmond* left Toledo, under charter to "Clover Leaf Railroad Co. with a cargo of bagged meal, flour and zinc, when she was struck by a gale on Lake Erie and foundered on October 14<sup>th</sup>, between Long Point, ONT and Dunkirk, NY, with all hands. Eighteen lives lost.

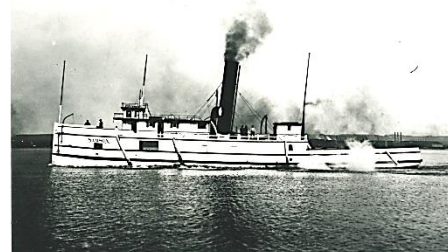
Final enrollment for the package freighter *Dean Richmond* was surrendered at Port Huron, on November 15, 1893, and endorsed "foundered".



**W. T. Robb:** George Hardison, Stromness, Ontario launched on April 30, 1864, the wooden propeller *W. T. Robb*. Owned by Laughlin McCallum, of Dunnville, Ontario, she had measures of: 120' x 20.83' x 10'; with tonnage (old style) of 265. Her engine was built by D. Bell, Buffalo. She was built for towing rafts of lumber. Her master for the 1864 – 66 seasons was Captain W. T. Robb.

The *W. T. Robb* was chartered in June 1866 by the Canadian Government during the Fenian Raids and was armed and patrolled out of Fort Erie. In November of that year, she collided with and damaged the U.S. Revenue Cutter *Commodore Perry*.

In February 1872, ownership of the tug *W. T. Robb* was changed to William Hall, Toronto. October 1873, the tug drifted ashore while attempting to rescue the schooner *Ariadne* at New Castle, Ont., on Lake Ontario. July 1877, she was readmeasured at Dunnville, Ont.: 243 grt, 159 net. Her master for the 1881 season was Captain Brown. In 1883, the tug *W. T. Robb* was abandoned at Toronto, and her engine removed. In 1890, the remains of the vessel were removed to Victoria Park, Toronto and her cabin used as a boy's club. Her enrollment register was closed in 1895. In March 1901 the remains cabin of the tug *W. T. Robb* caught fire and was destroyed.

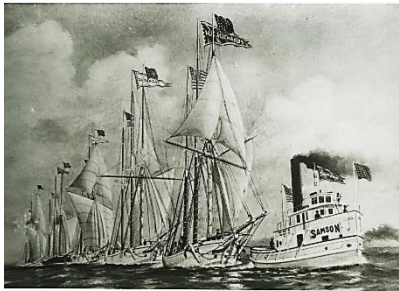


**Samson:** Louis Shickluna, St. Catharines, Ont. built a wooden propeller for towing large rafts of lumber. Enrolled Canadian, at St. Catharines in 1864, her recorded measures were: 125' x 23.6' x 11.6'; tonnage 181 grt, 90 net. She was powered by a low



pressure, 42" bore x 28" stroke engine, builder unknown. Her original owner was Norris & Neelon, St. Catharines. July 1865, while returning to Malden, Ont. after towing a large raft of timber out of the Detroit River, the towboat *Samson* caught fire and burned to the water's edge. She was scuttled off Bar Point, Ont., Lake Erie in 2 1/2 fathoms of water. Her value, at the loss, was set at \$30,000. In August of that year, the remains of the towboat *Samson* were raised and towed to Detroit for further disposition.

The remains of the towboat *Samson* were rebuilt at Campbell & Owen's Yard, Detroit, MI. and enrolled, United States, at Detroit, June 20, 1866, by the act of April 25, 1866 and assigned official number 22381. Her recorded measures were: 124.8' x 23.6' x 11.4'; 323 tons. Her ownership was listed as Merrick & Co., Detroit. In October 1866, the towboat *Samson* broke her machinery on Lake Erie. Her master for the 1867 season was Captain Keeler. In June of that year, she was disabled on Lake Erie when her wheel became loose. She was towed to Detroit for repairs. In November of that same year, she brought down a raft of 700,000 feet of long timber during a Lake Huron gale, leaving AuSable River on Nov. 13th and arriving at Port Huron, Nov. 16th, 1867. Her master for the 1869 – 72 seasons was Captain James W. Miller. In October 1871, the towboat *Samson* and the schooner *Kingfisher* (U14032) were damaged in a collision on the St. Clair Flats, Lake St. Clair. The following month, bound down with a tow of four vessels, (see photo below) the towboat *Samson* and the up bound tug *William Goodnow* (U26251), light, collided in the Detroit River with the *Goodnow* being damaged.



Master of the towboat *Samson* for a portion of the 1872 season was Captain John Parsons. The *Samson* went ashore at Sarnia, St. Clair River in November 1874. Property loss set at \$500.

Ownership of the towboat *Samson* was changed to the Shield party of Cleveland in 1875.

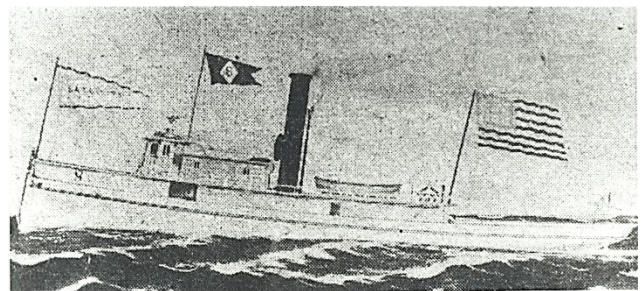
Ownership of the towboat *Samson* was changed to the Luce party of Cleveland in 1876

In 1880, ownership of the towboat *Samson* was changed to Luce, Ashtabula and Captain C. E. Benham. Master of the towboat *Samson* was Captain C. E. Benham for the 1880 season. In November 1880, she was cut by ice off Point Au Pelee and sank in McCormick's Bay, Lake Erie. In April 1881, she was raised and repaired at Cleveland.

In 1882, her ownership was listed as Captain C. E. Benham. May 1887, in thick fog, the towboat *Samson* was damaged in a collision with the propeller *Fountain City* (U9680) off Long Point, Ont., Lake Erie. Her stem and bow were badly damaged. She was repaired and the property loss to the hull was set at \$1,500. In September 1889, the towboat *Samson*, bound up the St. Clair River, struck the cofferdam that had been built around the stern of the propeller *P. D. Armour* (U150459) which had sunk. A libel suit for \$20,000 was filed against the owners of the *Samson* by the Reid Towing and Wrecking Company, Bay City, MI.

Ownership of the towboat *Samson* was changed in 1894, to Frank Perry, Sault Ste, Marie, MI. Her master for the 1894 season was Captain John M. Johnson and for the 1897 season, Captain Fred Ryers with John Minnie as chief engineer that year. In September of 1896, the *Samson* was damaged by fire while docked at Sault Ste, Marie, MI. She was abandoned in 1905

Final enrollment for the tug *Samson* was surrendered at Marquette, MI, January 10, 1906, and endorsed "abandoned".



**Satellite:** Quayle & Martin, Cleveland, built for H. M. Strong, Detroit, a wooden propeller as a Lake Huron & Lake Erie wrecker & for St. Clair River towing. Enrolled at Detroit, November 25, 1864, her measures were: 117' 9" x 19' 11 1/2" x 10' 6" with a tonnage (old style): 233 79/95. She was powered by a high-pressure engine, with a 26 1/2" bore x 30" stroke, built by Cuyahoga Steam Furnace Co., Cleveland. Her boiler measured: 8 1/2' x 16 3/4'. In

April 1865, the towboat *Satellite* was readmeasured at Detroit, MI: 117 x 20.2 x 10.6; 149.46 grt, and issued official number 22404. April 1871, in heavy weather, while preparing to take the barque *James C. King* (U13871) in tow, the towboat *Satellite* capsized and sank in 14' of water at Port Hope, MI, Lake Huron. One life was lost. She was raised and repaired with her damage set at \$6,000. In October of that same year, the *Satellite* broke her wheel near Malden, Ont, on the Detroit River, when she struck bottom. In 1872, she towed lumber rafts from Lake Huron to ports in Lake Erie. Her masters were Captain Byron B. Inman for the 1876 season and Captain Joshua B. Markee for the 1879 season with Daniel Donovan as chief engineer in 1879. June 1879, up bound for Duluth, MN, on a calm night, the towboat *Satellite*, with five schooners, *Montcalm* (U16343), *Mount Blanc* (U16344), *Monticello* (U90203), *Reindeer* and *Montmorency* (U16347), in tow, all laden with coal, sprang a leak 15 miles off Whitefish Point, MI, Lake Superior, filled and sank in 15 fathoms of water. No lives lost.

**IDA (*Silver Spray*):** Donaldson & Andrews, Port Dalhousie, Ont. built, for their own use, a wooden sidewheel steamer for the passenger, package freight trade between Toronto, St. Catharines and Port Dalhousie. Launched as the *Ida* she was enrolled June 23, 1864, with her measures recorded as: 134' x 16.7' x 9' and a tonnage (old style) of 269. She was powered by a low-pressure engine, 36" bore x 72" stroke, builder unknown. She was valued at \$20,000. She was renamed *Silver Spray* in 1865.

In 1866, her ownership was changed to J. H. Moore & Co, Port Dalhousie. Her master for the 1866 – 1869 seasons was Captain Duncan Rowan. She ran between Southampton and Goderich, Ont on Lake Huron. In November 1866, the steamer *Silver Spray* broke her shaft during a gale on Lake Huron, opposite Baie Du Dore, Bruce County, Ont. October 1868, while lying in the shelter of Chantry Island (off Southampton, Ont., Lake Huron) during a gale, the steamer *Silver Spray* dragged her anchor. To prevent her from going ashore, the captain scuttled the ship in six to seven feet of water. She was pumped out and pulled off without difficulty. In December of the same year, she broke her shaft off Southampton.

Ownership of the steamer *Silver Spray* was changed in 1869, to J. V. Detlor & Son, Port Dalhousie. She was readmeasured, and her

tonnage updated to: 173 grt, 142 net. In August 1869, bound down from Goderich for Sarnia, the steamer *Silver Spray*, laden with 20 passengers and a cargo of salt and sundries, was struck mid-ships by the propeller *Comet* (U5683) on Lake Huron, and sank. All passengers and crew were taken aboard the *Comet* and taken to Port Huron. In September of that year, she was below water and drifting in strong current into the St. Clair River. She was removed from the St. Clair Rapids by the Coast Wrecking Co. and towed into smooth water where she was raised and rebuilt by Clarks Shipyard at Detroit.

Ownership of the steamer *Silver Spray* was changed to John O'Neill, Port Dalhousie, for \$10,000 in Gold in April 1872. Her master for the 1872 season was Captain Meyers. October 1872, bound for Collingwood, the steamer *Silver Spray* broke her walking beam.

Ownership of the steamer *Silver Spray* was changed to Captain Milloy, Port Dalhousie, in April 1873. Her master for the 1873 season was Captain William Myers with W. S. Fletcher as chief engineer. In June 1873, the *Silver Spray* was chartered to carry the Royal Mail between Owen Sound, Killarney, Manitowaning, Little Current, Spanish River, Collins Inlet, Algoma Mills, Thessalon River and Bruce Mines.

February 1874, ownership of the *Silver Spray* was changed to Captain W. T. Robinson, Owen Sound. To improve stability, false sides were added to the steamer at Detroit in June 1874. Her master for the 1875 & 76 seasons was Captain John Nabb. She was remeasured: 134' x 17'; 401.31 grt, 252.83 net, in August 1877. In March 1878, while moored at her dock at Owen Sound, being overhauled and prepared for the 1878 season, the steamer *Silver Spray* caught fire and burned to a total loss. She was valued at \$28,000.

**Simcoe:** Augustine Cantin, Montreal, built a wooden propeller for the Glassford, Jones & Company, Montreal. Enrolled at Montreal on July 29, 1864, her measures were recorded as: 137.08' x 26.08' x 11.08', with a tonnage at 235.38 unit tons. Launched as the *Simcoe*, and built for the passenger, package freight trade, her name was changed at enrollment to *North* and she was placed on a run from Montreal to Upper Lakes. At enrollment she was valued at \$28,000.

In April 1865, her ownership was changed to H. McLemman Co. and she operated between

Chicago and Montreal. In June 1865, down bound, laden with flour and pork, the *North* went ashore in thick fog on Mohawk Reef, Port Colbourne, Ont., Lake Erie. She was released and repaired. Her master for the 1866 season was Captain Riddle. In, May 1866, the propeller *North* went ashore at Racine, WI. In September of that same year, while leaving the Chicago River, she collided with a couple of schooners. Damage was slight for all vessels. November 1867, bound up, Montreal to Chicago, while she was wooding at Baby's Point, St. Clair River, the propeller *North*, laden with pig iron, caught fire and burned to a total loss, sinking in 20 feet of water.

Ownership of the hulk of the propeller *North* was changed in July 1868, as she laid in 20 feet of water, for \$1,500 gold. The hulk was raised and rebuilt at Wallaceburg, Ont. Her owners renamed her *Mary Ward* in 1870 and her measures recorded as: 139' x 26' x 12'; 345 tons. In July of that year, she stranded in the Lachine Canal, St. Lawrence River. The canal was blocked for ten days. Her master for the 1872 season was Captain William Johnson. Bound up, from Sarnia for Collingwood, the *Mary Ward*, freighted with salt, 120 barrels of coal oil and passengers, went off course during the night on November 24, 1872 and went ashore on Nottawasaga Reef, NE of Collingwood, Ont., Georgian Bay. That night, she was struck by a gale that broke her back and she sank. Eight lives lost.



**Skylark:** Stewart McDonald, master carpenter, at Detroit, built a wooden propeller for J. T. Whiting, also of Detroit. The propeller *Skylark* was enrolled at Detroit, September 3, 1864, with measures: 100' x 19.92' x 7.5' and a tonnage (old style) of 134.90. She was powered by a high-pressure engine with two cylinders, 16", 16" bore x 20" stroke, built by Jackson & Wiley, Detroit in 1864. She was intended for the passenger, package freight trade on Lake Huron between Saginaw Bay, MI and Alpena, MI

In 1865, her ownership was changed to L.L. McKnight, Detroit. In September 1865, she was  
December 17, 2022

readmeasured: 99.6' x 23.2' x 7.8'; 90.18 grt. She was issued official number 22554.

In 1866, her ownership changed to J. E. Stevens, St. Joseph, MI. The propeller *Skylark* had her cabin enlarged and her run was shifted to a Lake Michigan route between Chicago and Western Michigan ports. In August 1866, the *Skylark* collided with scow-schooner *Indianola* (U12089) on Saginaw Bay.

In 1869, her ownership was changed to Thomas L. Parker, Chicago.

In February 1871, ownership of the *Skylark* was changed to Goodrich Transportation Co, Chicago. In that same year, the propeller *Skylark* was laid up at Manitowoc, WI and had her engines removed and placed in the *Oconto* (U19369). Her rig was changed to "barge" and she ran in the lumber trade, Manistee to Michigan City, Ind.

In 1873, ownership of the barge *Skylark* was changed to W.A. and F.J. Preston, Grand Haven. The *Skylark* was originally used as a barge then rebuilt as a steambarge in 1873 with the engine salvaged from the wreck of the tug *L. H. Boole* (U14809). Engine unknown. Her master for the 1873-76 was Captain Fowler J. Preston with J. A. Baldwin as chief engineer from 1873-82. In December 1872, the steambarge *Skylark* was rebuilt and her enrollment measures changed to: 97.9' x 21.8' x 7.4'; 127.64 grt, round stern, one mast.

In March 1877, ownership of the steambarge *Skylark* was changed to Robert Ricaby et al, St. Joseph, MI.

In July 1878, her ownership was changed to Henry W. Williams, Benton Harbor, MI. The steambarge was readmeasured and enrollment changed to: 97.9' x 21.8' x 7.1'; 197.11 grt. During winter layup 1878/79, the steambarge was rebuilt and lengthened 24.4 feet at St. Joseph, MI and her enrollment updated May 1879 to: 122.3' x 23.2' x 8.7'; 260.19 grt; three decks.

Ownership of the steambarge *Skylark* was changed to Graham & Morton Transportation Co, Benton Harbor, MI in 1880. She was cut down to a lumber steamer during winter layup 1881/82 and her enrollment updated to 130 grt on March 6, 1882. Her master for the 1882 season was Captain Stines and Captain Randall, with Captain William A. Boswell as master in 1883. In June 1883, the steambarge *Skylark* was rebuilt as a three-masted schooner and renamed *Berrien*; 114.93 grt, 109.19 net; with a capacity for 200,000 feet lumber. In April 1885, her



enrollment was changed to reflect that she had been re-engine and converted to a steambarge: 2 masts, 144.93 grt, 63.55 net.

March 1887, the ownership of the steambarge *Berrien* was changed to S. B. Barker, Chicago. An 1887 newspaper article indicated that the *Berrien (Skylark)* "never lost a man nor made a cent, but on the contrary played no small part in impairing the fortunes of several of her numerous owners." Her chief engineer for the 1891 season was Orlando J. Parker. In June 1892, she went ashore at Port Sheridan, Lake Michigan.

Ownership of the steambarge *Berrien* was changed in July 1893, to George G. Robinson, Chicago.

Ownership of the steambarge *Berrien* was changed in December 1894, to Fowler J. Preston, Chicago

Final enrollment of the steambarge *Berrien* was surrendered at Chicago, IL, June 26, 1894, and endorsed 'machinery taken out'.

## 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.

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

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

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

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

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 forecastle bridge and poop, access of hatchways, certain light and air spaces, domes of skylights, condenser, anchor gear, steering gear, wheel house, galley and cabin for passengers.

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

P.Q.: Province of Quebec

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

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

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

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

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

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