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While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969), 82. Used by permission of the estate of Edwin Tunis

Ropewalk

The Newsletter for

Shipwrights of Ohio - February 2021

Next Meeting: March 20, 2021

"Photographing Ship Models" - Alan Phelps.

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February 2021

Notice: Until Covid-19 is eradicated or enough of us have had the vaccine and in person meetings are not a risk, (the library says, possible July) this newsletter and our monthly Zoom meetings will continue to be your primary contact. With the vaccine program starting to roll-out for the general public, we can see a light at the end of this tunnel. We are thankful for all those on the front lines, serving and protecting us during this pandemic.

I repeat my monthly advice and urge all of you to take care of yourself and your families. Schedule and get you COVID-19 vaccine and also look to those you know who may need help or are lonely and need human contact in this time of isolation. God bless.

Your editor.

February Meeting

We had an excellent turnout for our meeting Saturday, with attendees from Cincinnati, Dayton, Avon Lakes, Canton, Lancaster and central Ohio.

Welcome our guests: Doug Buchanan, New Albany; Charles Cozewith, Philadelphia; John Fryant, Maineville; Mike Hules, Medina; and Aaron Richardson, Cincinnati. Our club membership now stands at 25 regular members and 3 associates.

We had much business to cover, so best get on with it.

Business

Name Change

With the growth of the club during the pandemic, we have ceased to be a club of ship modelers from central Ohio. We now have 16 members from central Ohio and 12 from other parts of the state. We proposed and the members in attendance approved the name change to "Shipwrights of Ohio".

Constitution & By-Laws

With the name change, our club Constitution and By-Laws were updated to include the revised name and the additional club officer's description of web master, zoom master and photographer. This was also approved by the members in attendance.

NRG Charter Chapter

The Shipwrights of Ohio have been approved to be chartered as an NRG Chapter.

The advantage to our club, at this time, is the availability to liability insurance for protection of our club and members. For \$100/year, we can obtain a standard liability contract for \$1,000,000 per occurrence/\$2,000,000 aggregate. We are not taking

advantage of this offer at this time due to the pandemic. We will re-access this offering when we are meeting again and involved in outside activity.

Treasurers Report

Our year-end 2020 balance was \$1307.63. Our major expense in 2020 were the IPower web license for 2-years of \$365.53 (\$182.77/year discounted rate). Our yearly expense budget, funded by dues, consists of: Zoom - \$109.77; Web License - \$182.77; Web Domain - \$16.11; and NRG Charter Chapter - \$30.

Web Master

Have you visited our web site lately? John Boeck (boxlink@aol.com) has assumed the responsibility as Web Master for the club and for our web site (www.shipwrightsofohio.com).

He did a short presentation on changes and additions made to our web site.

Menu Item	Same*	Modified	New
Home		X	
About Us	X		
Member Showcase		X	
Newsletters		X	
Events	X		
New to Modeling	X		
Building Tips	X		
Modeling Library/References			X
Ship Modeling Links	X		
Club Presentations			X
Contact Us		X	
Store			X

We are now recording our presentation on Zoom and the link will be found in the new page (Club Presentations). We now have links to a "free" modeling library/reference sites and will be adding a store in the future.

Modifications were made to the "Newsletter" page so that we can store multiple copies of our newsletter "Ropewalk" as well as other newsletters from other clubs/guilds/societies from around the USA.

In the process of making changes, John found that some of our photos, when expanded,

came out fussy. He encouraged each of us to review the photos of our models on the web site and if not clear, submit new photos. Our March presentation will help you as you retake some of your model photos.

Club Logo/Coat-of-Arms

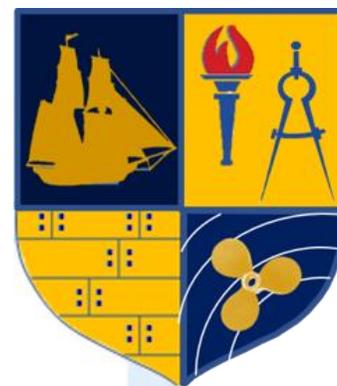
John Boeck, with Bob Mains help, has designed a new logo and coat of arms for our club. After some discussion between the club officers, the following was chosen to represent our club.

Logo:



- Sailing ship – Focus on historic ships
- Circular line background – R/C signal
- Planking – Construction of ship models
- Torch – Knowledge and research of ships; sharing with others
- Ohio flag – Ohio centered and open to all
- New Name – Shipwrights of OHIO
- Motto – A Ship Modeling Club is a Modeler's Most Valuable Tool

and Coat-of-Arms:



- Ship – Sailing ships
- Prop – Powered vessels with radio wave as background for R/C
- Torch – Knowledge – sharing research and experience
- Dividers – Engineering and planning from kits, drawings and plans
- Planking – Construction and building skills to complete the model

Zoom

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

We have also recognized that we need a Zoom Master assistant to assist when we are back in person-to-person meetings and as a back-up to Bob when he is away. Steve Keller has volunteered. Thank you, Steve.

We are recording our zoom presentation and will make the link available on the web site.

Membership Dues.

Here comes your local cranky notice.

Regular membership (\$20) or Associate membership (\$10) for 2021 are due. Since we are not able to meet, make your checks out to "Shipwrights of Ohio" and send to:

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

We will continue to send out the newsletter through March 2021. **If the 2021 dues are not paid by the end of March, you will be dropped from the members list and all notifications.**

Announcements

NRG Virtual Workshop

The NRG has announced, for members only, a virtual workshop to be held Saturday, March 13, 2021, 10 am CST (11 am, EST). The subject is "Construct and detail a hold area in a solid hull model" by Bob Filipowski, President of the "Midwest Model Shipwrights".

Register via email by March 8th to "nrghomeoffice@gmail.com". Include your name and email address. The link for the workshop will be sent by March 10th.

Books and Plans for Sale

John Kinkel, a ship modeler for the past 60 odd years, has decided to unload some of his ship modeling books, plans and wood. I sent the Excel worksheet listing the 146 books and two sets of periodicals (Model Shipwright & NRJ), the 120 sets of ships plans and the list of wood available.

Contact John at johnfkinkel@gmail.com. We will post the list in the "Cargo Hold" on our web site in the future.

Kits for Sale

The following kits are still available. The price list is the price found on the Internet. Each will possibly go at half the original cost or less. The model kits are:

- *Pen Duick* – Art. Latina (1888 Regatta Cutter) - \$120
- *Le Soleil Royal* – Sergal (French 104-gun ship) - \$1,039
- *HMS Victory* – Panart (Nelson's flagship) - \$899
- If you want to get into R/C sailing, there is also a CR-914 class sailboat with a two-channel radio w/rudder and sail winch servo. The kit is from Chesapeake Performance Models \$495

The first three are pictured below, clockwise from the top left. CR-914's under sail below.



Make an offer via sibelct@columbus.rr.com. Pickup and/or shipping cost are your responsibility.

Presentation:

Carving Techniques for Ship Modelers

Mike Dowler presentation, covered the resources he used, tools, wood and the steps he uses to do the detailed ornamentation carving for his ship models. The presentation was recorded and is available on our website www.shipwrightsofohio.com

under the heading "More/Presentations. One of the resources mentioned was "Carving Ornamentation for Ship Models" by Bill Short. This reference is available as a pdf. Download for \$30 at <http://carvingbook.weebly.com>.

There is also a tutorial by Dave Stevens, "The Lumberyard" Brecksville, OH; <https://www.dlumberyard.com/articles-carving.html>.

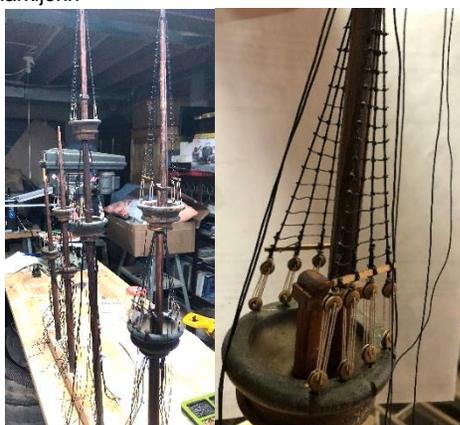
And last but not least, Model Ship World - <https://modelshipworld.com/topic/14449-simple-carving-techniques-for-first-timers-using-a-rotary-tool-and-burrs/>.

Ships on Deck:

Here is what your fellow craftsman have been doing during their isolation. Plan to share pictures of what you are working on or what you have completed in the past. Send it to your editor in jpeg format.

Great Harry Update

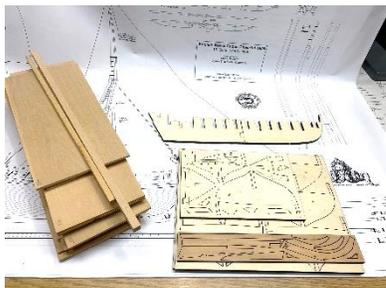
Darrell Markijohn



The masts are rigged and the ratlines completed. Next step, mount the mast to the hull and finish the standing & running rigging. Nice work, Darrell.

Cheerful

Mike Dowler



Kit is by Syren Ship Models Co. of an English Naval Cutter and is Mikes next project.

February 22, 2021

Chris-Craft "Constellation" Motor Yacht

John Fryant



Recently repaired/re-built Linfberg Chris-Craft Constellation motor yacht built as an R/C model with working lights. Extensively damaged in an accident, John has her in condition to be on the water again.

Mary Powell

Lee Kimmins



Making progress.

U.S.S. Michigan

Stan Ross



The Michigan is now in its artificial lake to fight the sneaky southerners.

U.S.S. Perry

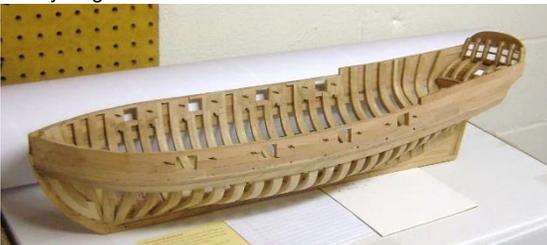
Stan Ross



The Perry is finished, except for mounting in a case.

Armed Virginia Sloop 1768

Bill Nyberg



Upper planking done, scuppers and gun ports cut out. Setting her aside while I focus on a "Lumber Hooker".

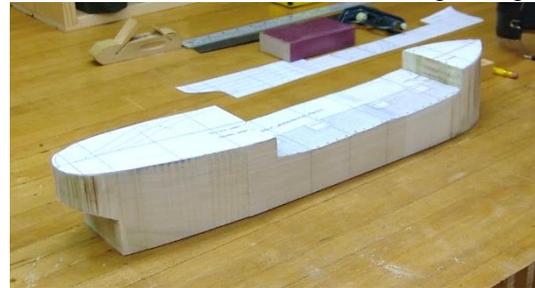
Minnie E. Kelton

Bill Nyberg

The "Minnie E. Kelton", built by F.W. Wheeler & Co., Bay City, MI in 1894, had measures of 171' x 35' x 11' and worked the Lake Michigan & Huron lumber trade. She was wrecked in 1914 on the Columbia River, Oregon.



She will be scratch built, starting with a solid wood hull. Plans are from A.J. Fisher's, "Huron Brave" which was not found listed in either of the major lists of ships built on the Great Lakes, Canadian or U.S. The "Minnie E. Kelton" is the closest match to the "Huron Braves" size, deck and rig configurations.



The solid wood hull cut to size and ready for carving.

Odds and Ends

Nautical Terms

Fid: 1. A tapered wooden tool used for separating the strands of rope for splicing; 2. A bar used to fix an upper mast in place.

Fife Rail: A freestanding pin rail surrounding the base of a mast and used for securing that mast's sails' halyards with a series of belaying pins.

Fifie: A sailing boat with two masts with a standard rig consisting of a main dipping lug sail and a mizzen standing lug sail. Developed in Scotland and used for commercial fishing from the 1850s until the 20th century.



Fighting top: An enlarged top designed to allow gunfire downward onto an enemy ship. A fighting top could have

small guns installed in it or could serve as a platform for snipers armed with muskets or rifles.

Figure (figurehead): A symbolic image, particularly a carved effigy, at the head of a traditional sailing ship or early steamer.

Fine: Narrow in appearance from the vantage point of a lookout or other person viewing activity in the vicinity of a ship, e.g., another ship off the starboard bow with her bow or stern facing the viewer's ship could be described as "fine on the starboard bow" of the viewer's ship.

Fire room (boiler room): The compartment in which a ship's boilers or furnaces are stoked and fired.

First-rate: The classification for the largest sailing warships of the 17th through the 19th centuries. Such vessels often had up to three masts, 850+ crew, and 100+ guns.

Fish: 1. To repair a mast or spar with a fillet of wood; 2. To secure an anchor on the side of a ship for sea (otherwise known as "catting".); 3. A slang term for a self-propelled torpedo.

Fisherman's sail: On a staysail schooner, the fisherman is a quadrilateral sail set between the two masts above the main staysail. It is used in light to moderate airs.

Fixed propeller: A propeller mounted on a rigid shaft protruding from the hull of a vessel, usually driven by an inboard engine; steering must be done using a rudder.

Glossary of Nautical terms Wikipedia

Other Notes: "Stuff" - Tugs & Things

Nautical Research Journal

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

Print Journal - \$50

E-Journal - \$40

Combined - \$65

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

Tugs

Marjorie McAllister



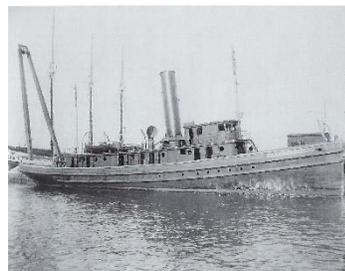
Built in 1968 by the St. Louis Shipbuilding yard, St. Louis, MO (hull #2535) as the *Marjorie McAllister* for the McAllister brothers towing Co, N.Y. Her measures were: 111.5' x 30' x 12.8' and powered by a diesel engine rated at 3169 horsepower. Her 12.8' draft was too great to allow her to make it downriver on her own after being launched. To lift her high enough to clear the bottom, she was fitted with a camel to lift her high enough to clear the bottom.

Classified as a harbor/costal tug, but her low freeboard made ocean work hazardous. On November 2nd, 1969, she sank with all hand off the coast of North Carolina.

In 1972, her wreck was discovered, salvaged, and refurbished by the DonJon Marine Co., Hillside, NJ. She was renamed *Tracy Anne Witte*. In 1983, she was acquired by the Eklof Marine Corp., Staten Island, NY and renamed *Thor*. McAllister Towing and Transportation acquired her in 1999 and renamed her *Mary L. McAllister*. She was sold foreign in 2016.

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

Parksley



The steel costal tug *Parksley* is shown alongside the outfitting dock of John H. Dialogue and sons, Camden, NJ in 1909. The *Parksley* was a coal tug built for the Pennsylvania Railroad. Her measures were: 125' x 25' x 12.6' and was powered by a 500-horsepowered steam engine.

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

Presentation Schedule:

2021

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

Events & Dates to Note:

2021 Tentative Schedule

IPMS Columbus ~~Canceled~~

47th Anniversary BLIZZCON

Arts Impact Middle School
680 Jack Gibbs Blvd. Columbus 43215
Saturday, February 20, 2021

Miami Valley Woodcarving Show

~~Canceled~~

Christ United Methodist Church
700 Marshall Rd., Middletown, Ohio 45044
March 6 & 7, 2021

66th "Weak Signals" R/C Model Show

~~Canceled~~

31st North American Model Engineering Expo.

~~Canceled~~

Wyandotte, MI
April 23-24, 2021

44th Midwestern Model & Boat Show,

Wisconsin Maritime Museum, Manitowoc, WI
May 14-16, 2021

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 18, 2021

Toledo Antique & Classic Boat Show

Promenade Dock, Maumee River, Toledo, OH
Aug 21-22, 2021

NRG Conference

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

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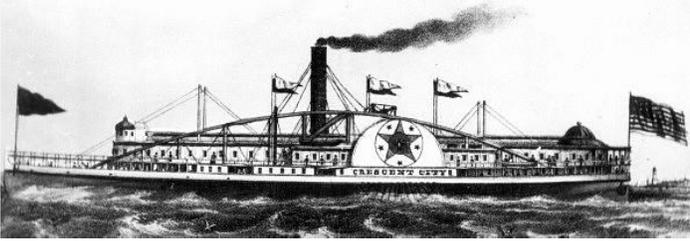
Email: shipwright@wowway.com



Wooden Steamers

1853 – Part 2

Historical Collections of the Great Lakes
Bowling Green State University



Crescent City: Bidwell & Banta, Buffalo, NY, with Vincent Bidwell, master carpenter, built a wooden sidewheel steamer for Marshall Roberts, et. al., New York, NY to be used in the passenger, package freight trade from Buffalo, NY to ports on Lake Erie. Her first enrollment was issued at Buffalo, NY, July 11, 1853 and her measures were recorded as 323.7' x 39.5' x 14.0' with tonnage (old style) of 1746.15. She was powered by a vertical beam engine, 80" bore x 144" stroke, rated at 1200 horsepower that had been built by Morgan Iron Works, New York, NY and would be driving her 40' paddle wheels. Master of the sidewheel steamer *Crescent City* in 1853 was Captain William T. Pease with S. Nesbitt as first engineer. In July 1853, while enroute from Buffalo NY to Cleveland, OH, the *Crescent City* had a portion of her machinery work loose and had to return to Buffalo for repairs.

Ownership of the *Crescent City* was changed in September 1853 to Dean Richmond and Associates (New York Central Railroad Company). Shares in the boat were: Dean Richmond, Buffalo NY (managing owner) – 1/3, Daniel Drew, New York, NY – 1/3; and A. Stone, Jr., Cleveland, OH, 1/3. In October 1855, the *Crescent City* was damaged by a collision between her, the propeller *Delaware* (US-1846) and barque *Badger State* (US2134) in Buffalo Harbor, Buffalo, NY. The property loss for all three vessels was set at \$1,000. August 1856, the lumber laden schooner *P.P. Pratt* (US-1848) collided with the steamer *Crescent City* off Long Point, Ont, Lake Erie, staving in her larboard bow down to the waterline. Damage to the *Crescent City* was set at \$3,000. June 1857, the steamer *Crescent City* collapsed a flue on her power plant. She was laid up at the end of the 1857 season because of Panic of 1857. Her engine was removed in 1863 and shipped to New York where it was installed in the *Morning Star*, under construction for the New York Mail

Steamship Co. The hull of the *Crescent City* was subsequently scrapped.

Dayton: A wooden propeller, built for the packet freight trade, with a capacity for 3,500 bushels of flour, by George S. Weeks, Buffalo, NY for Dewitt C. Littlejohn & Henry Fitzhugh, both of Oswego, NY. Her first enrollment was issued at Oswego, NY September 10, 1853, recording her measures as 137.6' x 25.5' x 11.0' and a tonnage (old style) of 360 50/95. The *Dayton* was powered by a direct acting engine built by S. D. Shepard, Buffalo, NY. April 1854, the *Dayton* went ashore at Cobourg, Ont., Lake Ontario. Her crew jettisoned a portion of her cargo of flour to release her. Property loss set at \$1,000.

August 1854, ownership of the *Dayton* was changed to Messrs. Walker & Berry, Captain Henry Patterson and William Anglin, all of Kingston, Ont. Her owners renamed her the *Oliver Cromwell* and she was registered Canadian with measures: 138' x 26' x 11'. She was intended to be used between Toronto, Ont. and the Upper Lakes. Her master for the 1854 to 57 seasons was Captain Henry Patterson. September 1854, the *Oliver Cromwell*, laden with wheat, and the propeller *Northern Michigan* (US53044) collided near Bar Point, Ont., Lake Erie. The *Oliver Cromwell* sank in 20 feet of water at Pigeon Bay. She later was pumped out, raised and repaired at Bidwell & Banta's dry dock. Property loss was set at \$20,000. July 1856, the *Oliver Cromwell* and the tug *E. P. Dorr* (US-1855) collided in Saginaw Bay with the tug sinking in deep water. October of the following year, while bound down from Chicago, IL for Montreal, Que. in dense fog in the Straits of Mackinac, laden with a full load of flour and grain, she was struck astern by the Canadian schooner *Jessie* (C-1855) in the south passage and sank. She was declared a total loss.

Ownership of the sunken propeller *Oliver Cromwell* was changed to J. P. Clark in 1871. The wrecking expedition, led by Captain Falcon in August 1871, raised the *Oliver Cromwell* from where she had laid at Au Sable Point for 12 years. Her engine was found to be in good condition. The hull was towed to Detroit, MI by the tug *Lyona* and entered the dry dock at Clark's Yard in September of that year. She was rebuilt as a propeller barge by G. S. Weeks, Buffalo, NY in 1872.

That same year, her ownership was changed to C. C. Blodgett, Detroit, MI. She was enrolled at Detroit, MI, February 28, 1873, with the following measures: 1 deck, 1 mast, 138 x 25.3 x 11.3; 291 grt, 276 net and assigned official number US19372. The

propeller barge *Oliver Cromwell* was converted to a schooner barge in 1884. Her master for the 1884 season was Captain W. J. Johnson.

Ownership of the schooner barge *Oliver Cromwell* was changed to J. W. Westcott, Detroit, MI sometime before 1888. In October 1888, while being towed by the propeller *Lowell* (US14655), the barge *Oliver Cromwell* broke her towline during a gale, but was able to ride out most of the storm at anchor. Toward the end, she snapped her chains and was driven ashore at Harbor Beach, MI, Lake Huron, where she broke up.

Dunkirk: The firm of Risley & Squires Propeller Line, Cleveland, OH, owned by Heber Squier & Alonzo Squier of Cleveland, OH; H. A. Risley, Dunkirk, NY; and Captain Edward Culver, contracted with Moses & Quayle, Ohio City, OH to build a wooden propeller to be used in the passenger, package freight trade. Enrolled at Cleveland, May 31, 1853 with measures: 166.4' x 26.3' x 13.0, and tonnage (old style) of 542 56/95. Her master for the 1853 season was Captain Edward Culver.

November 1853 ownership of the propeller was changed to the Michigan Southern Railroad Co., Detroit, MI.

April 1854, her ownership was changed to William Foot et al, Buffalo, NY and for the 1855 season, the propeller *Dunkirk* was chartered by People's Line and ran Buffalo, NY to Chicago, IL.

In May 1856, the Western Transportation Co., Tonawanda, NY took ownership of the *Dunkirk*. November 1860, bound up, when of Grand River, Ont. the propeller *Dunkirk* broke her crank pin and connections, sending the piston rod back through her cylinder and doing much damage to her machinery. She was towed into Port Maitland, Ont. for repairs. In April 1861, while bound down for Buffalo, the propeller *Dunkirk* collided with and sank the schooner *E. St. John Bemis* (US7328) in the Detroit River, near Fighting Island. December of that year, while laying light alongside a dock in Buffalo harbor the *Dunkirk* caught fire and burned to her water's edge. She was rebuilt during the winter of 1861-62, so that she had larger accommodations for freight and more elegant cabins for her passengers.

Ownership of the *Dunkirk* was changed to the Buffalo & Detroit Transportation Co., Buffalo, NY in April, 1864.

May 1865, ownership of the *Dunkirk* was changed to G. Traverse, Buffalo, NY and her enrollment update to: 169.9 x 27 x 11.4; 622.42 tons (Old Style) and issued official number US6101.

In the fall of 1867, her ownership was changed to T. D. Dole, Buffalo, NY. He in turn

chartered her to the Central Railroad in November of that year for transportation of freight to and from Lake Erie.

Early in 1871 her ownership was changed to Kilderhouse, Buffalo, NY. The new owners had the propeller *Dunkirk* converted to a steambarge for the lumber trade.

April 1872, the ownership of the propeller *Dunkirk* was changed to Murdock et al, Bay City, MI. Upbound on Lake Huron, the steambarge *Dunkirk* collided and sank the small Canadian steamer *Huron* off Forester, MI in July 1873.

Ownership of the steambarge *Dunkirk* was changed to Amos Easton, Bay City, MI in October 1873.

In September 1875, ownership of the *Dunkirk* was changed to Thomas G. Lester, Wenona (Bay City), MI. In May of the following year the steambarge was condemned by the Lake Underwriters as unseaworthy and was laid up and abandoned under the bridge over the Saginaw River, Bay City, MI. The steambarge was removed from under the bridge in 1877 and demolished and burned.

Echo: In 1853, Charles L. Gagner, Buffalo, NY contracted with Bidwell & Banta, Buffalo, NY to build a wooden tug for use in the towing trade. Her first enrollment was issued at Buffalo in 1855 and her measures recorded as: 84.7 x 18.8 x 8.1 with a tonnage (old style) of 117 12/95. In November 1858, the tug *Echo* and her owner were libeled for transporting passengers to Point Abino, Ont. on Lake Erie. In 1860 the tug was fitted with a stationary wrecking pump and an elevator.

Her ownership was changed to G. Chaffey, Kingston, Ont. in 1864, and she was enrolled as *Echo* (C46259), with measures: 82 x 18 x 8; 71 grt.

In 1865, she was sold to S. G. Tranche Montagne, Montreal, P.Q. Her enrollment was closed and endorsed "rebuilt barge". Her final disposition "unknown".

Falcon: First enrollment at Detroit, MI July 16, 1853, the wooden propeller *Falcon* was built by J. L. Wolverton, Detroit, MI for J. L. Hurd & Co. of the same city. Her measures were: 198.1' x 29.7' x 11.8' with a tonnage (old style) of 663.9. She was powered by two-300 horsepower engines, built by Johnson, Wayne & Co. also of Detroit and was intended for the package freight trade and ran between Buffalo, NY and Detroit. Her master for the 1853-54 season was Captain Josiah Woodruff with John Strachan as first engineer. September 1853, on her first trip down the lake, the *Falcon* went ashore in heavy seas. She had to jettisoned 600 barrels of flour and 90 casks of wine

to be released. December of the following year, while bound down with flour and grain from Detroit, she collided with the schooner *C. Reeves* (US-1853). The *Falcon's* deck load had to be jettisoned to keep her afloat and she put into Port Colborne, Ont. for repairs. September 1855, the *Falcon* and the schooner *Berlin* (US2161) collided near Fairport, OH on Lake Erie. Damage to both vessels was set at \$1,000; and to their cargos \$200.

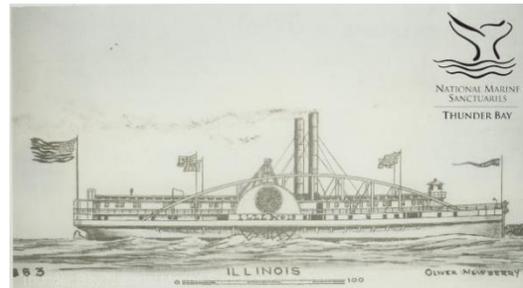
March 1856, the Western Transportation Co., of Buffalo, NY took ownership of the propeller *Falcon*. She ran between Buffalo and Chicago. October of that year, while loading beef, hides and wheat in the Chicago River the propeller *Falcon* caught fire and burned to a total loss. No lives lost.

Fintry: Jacob L. Wolverton, Detroit, MI built a wooden propeller for J. L. Hurd & Co. also of Detroit, to be used in the passenger, package freight trade running between Detroit, MI and Buffalo, NY. She was enrolled at Detroit on May 12, 1853 and her measures were recorded as: 198.8' x 29.8' x 10.4' with a tonnage (old style) of 590 41/95. She was powered by two - 26" bore x 36" stroke engines rated at 250 horsepower each, and built by Hyde & Co. Her master for the 1853-55 seasons was Captain S. G. Langley. The propeller *Fintry* ran aground above Malden, Ont., in the Detroit River in August 1854 and had to be lighter to be released. The following month, she broke her machinery on Lake Erie and was repaired at Buffalo, NY. November of that year, she had to jettison cargo at the foot of Lake Erie during a gale incurring a property loss of \$2,000.

March 1855, the J. L. Hurd & Co's., North Shore Line, which included the propeller *Fintry*, and her sister ship *Falcon*, connected to the forwarding lines on the New York Canal and the New York Central Railroad at Buffalo. In September of 1855 the *Fintry* lost her rudder and broke her wheel on Lake St. Clair with a property loss of \$600. The following month she had her cargo damaged in foul weather on the upper Lakes at the Straits of Mackinac, incurring a property loss of \$1,000. Then in November, twelve miles from Port Stanley, Ont. and two miles offshore, the *Fintry*, laden with wheat and flour, had her boiler explode, blowing off her stern. She sank in three minutes. Eight lives were lost.

Garden City: Bidwell & Banta of Buffalo built a wooden sidewheel steamer with measures: 218.0' x 29.6' x 11.0' and a tonnage (old style) of 657. The *Garden City* was powered by a vertical beam (walking beam) engine, 44" bore x 144" stroke, built by the Buffalo Steam Engine Works, Buffalo, NY. Her

original owner was Captain Crocker and she was intended for the passenger, package freight trade, running the route from Buffalo to Chicago and Milwaukee. In February 1854, ownership of the *Garden City* reverted back to Bidwell & Banta, Buffalo, NY. Her master for the 1854 season was Captain A. H. Squier. May of 1854, bound from Chicago, IL for Sault Ste. Marie, MI, the steamer *Garden City*, went ashore on Martin Reef, west of Detour, MI, Lake Huron, during a storm and broke her back. She was declared a total loss. Her machinery was recovered and no lives were lost.



Illinois: E. S. Goodsell, Detroit, MI launched on August 13, 1853, a wooden sidewheel steamer that had been built for Oliver Newberry of the same city. Her measures were: 268.6' x 29' x 12.1' and a tonnage (old style) of 926 72/95. She was powered by a crosshead, low pressure engine, with a 56" bore x 120" stroke, that had been built by James P. Allaire, New York and was originally installed in the sidewheel steamer *Illinois* (US-1837). The steamer *Illinois* was intended for the passenger (immigrant) trade; to run from Buffalo, NY to Detroit, MI, Milwaukee, WI, & Chicago, IL.

March 1854, ownership of the steamer *Illinois* was changed to Sheldon McKnight, Detroit, MI. July of that year the steamer broke her machinery while on Lake Huron and required at tow to Detroit for repairs. Damage to the ship's engine placed at \$2,500. September of that year, she went ashore on Thunder Bay Island, MI, Lake Huron. Released. In early 1856, the steamer *Illinois* received a new vertical beam engine built by the Allan Works, NY. May of that year the *Illinois* struck a rock in Neebish Rapids, Ont., (foot of Lake George, Sault Ste Marie) and sprung a leak. Repaired with a property loss to her hull set at \$3,000. The following month she broke her shaft on Lake Superior. The property loss to her hull set at \$2,000. May 1857, while up bound for Lake Superior, the steamer *Illinois* collided with the down bound schooner *Resolution* (US-1855) on the St.

Clair River below Port Huron. Damage loss to the steamer set at \$2,500.

Ownership of the steamer *Illinois* was changed to S. E. Walbridge, Detroit in April 1858. August of that year, she went ashore at Copper Harbor, MI, Lake Superior. She was released with a property loss of \$1,200. During the winter 1860 layup, her enrollment measurements were corrected: 267' 6" x 29' x 11' 6"; 877 60/95 Tons (old style). Ownership of the steamer *Illinois* was changed to John T. Whiting (trustee), Detroit, MI on May 29, 1860. November of that year the steamer struck on the "Bar" at Eagle Harbor, MI, Lake Superior. July of 1861, she lost a wheel on Lake Huron. August 1862, the *Illinois* was damaged in a collision with the schooner *Oriole* (US-1857) on Lake Superior.

April 1863, the steamer *Illinois* ownership was changed to Lucius McKnight et al, Detroit, MI. Before the 1863 season start the steamer, *Illinois* was converted to a steambarge at Stupinsky's Yard, Detroit, MI. (Could not determine if she was still a sidewheel steamer as a steambarge.) July of that year, she struck a reef off Eagle Harbor, MI, Lake Superior and sank. The steambarge was raised a week later.

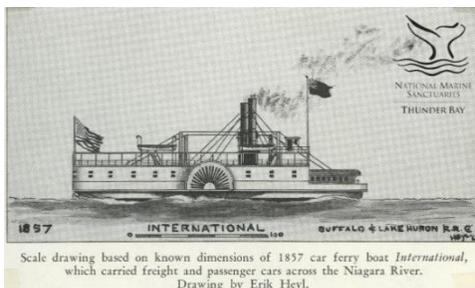
In May 1866, her ownership was changed to M. B. Kean et al, Detroit, MI.

June 1868 her ownership was transferred to P. E. Kean et al, Marine City, MI. The steambarge *Illinois* was stripped of her engine and converted to a lumber barge. Enrollment was transferred to Port Huron, MI and her measures recorded as: barge, 1 – deck, 269.2' x 26.1' x 12.5'; 608.67 grt. Issued official number of US 12094. In November 1869, the barge *Illinois* foundered of Lakeport, MI, Lake Huron during a storm. No lives were lost. Her final enrollment was surrendered December 17, 1870 and endorsed "vessel wrecked & total loss".

side lever engine, 33.5" bore x 48" stroke, 450 horsepower, built by Shepard & Co., Buffalo, NY. Her master for the 1853 season was Captain C. H. Ludlow and for the 1854 season, Captain Foreman with Mr. Southwick as engineer. December 1854, while docked at Buffalo, NY for some minor repairs to her machinery, the propeller *International* caught fire from a small unattended stove and burned to a total loss along with a nearby flour mill.

A new propeller *International* was built by Bidwell, Banta & Co., at Buffalo, NY, on the hull remains of the 1853 *International*. The new *International* was launched in 1856 and was commanded by Captain Foreman. October 5, 1857, she was enrolled in the United States with owner listed as Buffalo & Lake Huron Railway. She was powered by two low pressure engines, 42" bore x 108" stroke built by Shepard Iron Works, Buffalo, NY. She was assigned registration number: (US12070) when readmeasured (1135.92 grt) in May 1865.

In 1870, her ownership was changed to the Grand Trunk Railroad, Erie, NY. November 1873, the ferry *International* was laid up with the opening of the International Bridge between Suspension Bridge, NY and Brideburg, Ont. While laid up, the car ferry *International* caught fire and burned to a total loss in February 1874.



International: Bidwell & Banta, Buffalo, NY, built a wooden, propeller, ferry at a cost of \$35,000, for Buffalo, Brantford & Goderich Railroad Co., Buffalo, NY to be used as a passenger ferry across the Niagara River between Buffalo, NY and Waterloo, Ont. Her measures were 167' x 32' x 10' with a tonnage (old style) of 473. She was powered by a

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

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

P.Q.: Province of Quebec

Packet Freight: almost every imaginable item of merchandise – bags of onions, grain, etc., processed foods, bags of coal, stoves, furniture, 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.)