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

Ropewalk

The Newsletter for
Shipwrights of Central Ohio

January 2020

Next Meeting: February 15, 2020

“Scratch Building w/ Plans” – Bill Nyberg

Table of Contents

Sympathy	1
January Meeting	1
<i>Business</i>	1
2020 Presentation Planning	1
Road Trip.....	1
Membership Dues.....	2
<i>Presentations</i>	2
<i>Display Case</i>	2
Research	2
Ships on Deck:	3
<i>Senora de</i>	3
<i>Mary Powell</i>	3
<i>U.S.S. Michigan</i>	3
<i>Armed Virginia Sloop, 1768</i>	4
Restoration Project.....	4
Odds and Ends	4
<i>Newsletter “Tips”</i>	4
Tools	4
Nautical Terms	5
<i>Midwestern Model Ships & Boat Contest</i>	5
Other Notes: “Stuff” - Tugs & Things	6
<i>History Update</i>	6
<i>M. Moran</i>	6
<i>Albatros</i>	6
<i>Wooden Steamers</i>	7
1846	7
Presentation Schedule:	14
Events & Dates to Note:	14

Sympathy

Bob Mains wife Elisa, passed away after a short illness on January 17, 2020. Bob, you and your family are in our thoughts and prayers.

January Meeting



For the weather, not a bad turnout. Only a year ago, we canceled the meeting due to snow and ice. This month it was rain and some ice. For those of you in-town, you will notice that two of the attendees came from Dayton & Mt. Vernon.

I have also attached, with your newsletter, two separate documents: A copy of Jeff’s presentation on “Case Making and Display” in pdf format; and a Word document on the options for our Road Trip this summer.

Business

2020 Presentation Planning

You will find the monthly presentation schedule for 2020 on the last page of this newsletter.

We need presenters for the following subjects:

- Bending Wood
- Rigging: Blocks & tackles
- Small boat building
- Wood Finishing.

It does not have to be a formal presentation. It can be on your experience and what you learned or lead an open discussion with the other attendees. Review the list and **step up**.

Road Trip

You requested that we schedule a road trip for this year. In the past we, as a club, have visited the Maritime Museum of the Great Lakes at Toledo, Tall Ships Festival at Fair Port Harbor, and David Warther Ship Carving Display at Sugarcreek. Attached with your newsletter is a list of all the sites in Ohio with a maritime influence. They cover the Great Lakes shipping and ship building; Ohio River steam boating, and our rich canal boat history. The

sites include Lakers that can be toured, tug boats, WW II submarine, canal boats and Ohio sternwheelers.

I have also included five sites near to Ohio, including: Pt. Pleasant, WV, Jeffersonville & Evansville Ind., Detroit, MI, and Erie, PA.

The club has enough funds to rent multi-passenger vans for transport and cover admissions and fees. So, where do you want to go?

Membership Dues.

It is that time of year again - membership dues for 2020 are due by our March meeting. At this time, we have six 2019 regular members and two associated members, who have not contributed for 2020.

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

Make your checks out to "**Shipwrights of Central Ohio**" and bring to the next meeting or send to:

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

Presentations

Display Case

Jeff brought his laptop to the meeting to run through the slides on "Case Making and Display" which we could not make work in December. His presentation is attached to your email that contained this newsletter.

Research

Our presentation tried to answer the question; "Why do you need to do research with today's kits?"

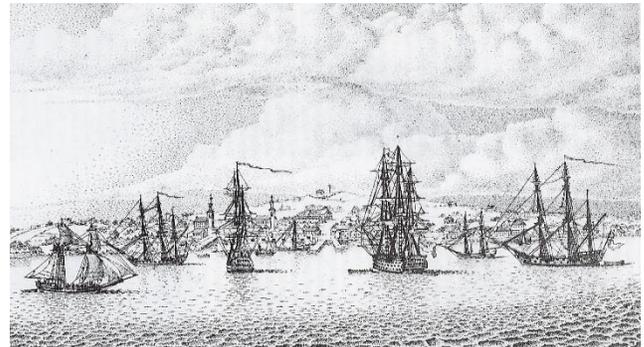
It was based upon my own experience building models of the schooner *Hannah*, a "skipjack", the *Charles W. Morgan*. Per Howard I. Chapelle, in the NRJ, Vol.3, #3, March 1951: "do not attempt to model any ship which you do not have at least the hull lines and outboard appearance from reliable sources....never, repeat NEVER, try to

January 23, 2020

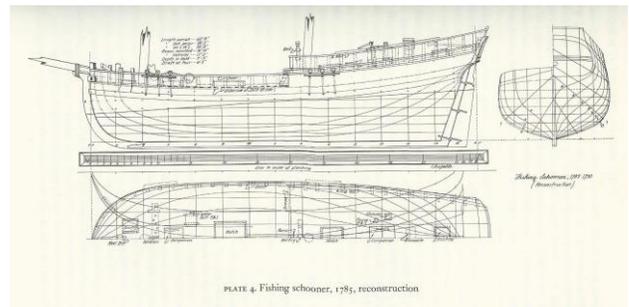
reconstruct lines of a ship out of a few measurements for it cannot be accurate enough and is misleading to all who ever see the model".

Hannah is noted as the first ship in George Washington's Army. It was a POF lumber kit from "the Lumberyard" and the build is documented by Harold Hahn in "The Colonial Schooner, 1763-1776". There is also a model by Hahn displayed at "The Navy Yard" in Washington, D.C.

John Miller in "Early American Ships" states: *Hannah* was chartered September 2, 1775 from Nicholas Broughton, she was a fishing schooner, manned by soldiers from John Glover's Marblehead Reg., carried 4 small carriage guns, captured the British supply ship *Unity*, she did not sail well, and her plans were based upon a painting at Peabody Museum (bottom left corner below). No original plans are available".



Her plans were developed from rental charges that recorded her tonnage at 78 and it is known that she carried 4 carriage guns and a crew of 40. It was assumed that she looked like a Marblehead Schooner. The British had recorded the lines from fishing schooners that were repaired. Chapelle's reconstruction of a fishing schooner can be found on Plate 4, "The American Fishing Schooner"



So, what we do know is that the model is based upon the lines of a fishing schooner from 1785, 10 years after she served, and there was no sail or rigging plans available for her when she served.

In building the skipjack, my question dealt with what the dredge and nets looked like and how were they operated. Here the Chesapeake Bay Maritime Museum at St. Michaels, MD came through with details on both hand winder and motorized winders used to haul in the dredges.

The *Charles W. Morgan* research was carried on through Mystic Seaport, Mystic, CT. I had received a Marine Model kit of the *Morgan*, modeled as she looked when she was a movie prop in 1920. Working with the seaport, I was able to acquire a set of plans for how she looked between 1895-1906 as a whaler which had been their reconstruction in 1971. Their work on the *Morgan* has changed since then as they continue to research how she looked early in her whaling career.

So why do research? To determine if your kit model is an actual ship, does it look anything like what the actual ship was like, has the ship changed and what year(s) does she represent, to gain an understanding how she was rigged, and how items on her deck or in her rigging actually worked.

Ships on Deck:

Senora de

John Boeck



Before



After

Nice job, John.

Mary Powell

Lee Kimmins



Replacing the decking on his sidewheel steamer.

U.S.S. Michigan

Stan Ross





Making progress.

Armed Virginia Sloop, 1768

Bill Nyberg



Pulled the hull from the framing jig so that I could install the haws frames in the bow.



Restoration Project

I had been contacted last month about a restoration project on a ship model that dated back to the late 1800's. The owner brought the model to our meeting, so we got to really see what needed to be done.



It is a half-hull model of three masted ship mounted in a wooden case. The owner said that it had been made by her grandfather or great
January 23, 2020

grandfather before the turn of the century (20th). She had it appraised and the appraiser thought it may be a model of the *Constitution*. The flag on the foremast



is 35-star. That would put the ship model at the end of the Civil War (1863-65) The model does not have any gun ports or guns on her deck. From pictures on the Internet it could be a clipper ship. There is no name on the vessel or on the case. Reviewing images of clipper ships on the Internet, the model may be of the "Flying Cloud" – below.



Construction: the case is a "shadow Box" (A **Shadow Box** is an enclosed, glass front picture frame that can hold and display items that have value or particular meaning for an individual.). The hull and sails appear to be made from wood with the sails either carved or bent to their curve. The sails are nailed to the back of the frame. It appears that the interior of the glass needs cleaned and some touchup paint is required for the sails. Lee Kimmins has taken on this project.

Odds and Ends

Newsletter "Tips"

Tools

The Rocky Mountain Shipwrights "The Scuttlebutt" had two ship modeling tips that are worth repeating.

The first is a tool for picking up or handling very small parts, "wax pencils" come to two forms, those where the center core is wax and those that

are solid wax. The article referenced the solid wax pencil. The "Meta Angel Nail Art Picker Resin Pencil Rhinestones Dotting" is a pick up tool wax pen, available on Amazon.com for \$8.90 plus shipping. It comes with 10 pencils. "Wax pencils or pens are sold at craft stores and beauty supply shops to pick up and place small rhinestones and other "sparkles" on ladies' fingernails. You just need to touch the item to carry it to its designated place and gently touch the item to release it from the wax. Well, those same wax pencils work well for small pieces such as photo etched parts on plastic models. And unlike tweezers, the parts don't fly off across the room never to be seen again. A wax pencil will also work to transfer small items like cleats and portholes on small-scale wooden ships. They are also useful in holding a block or a string while the glue dries.

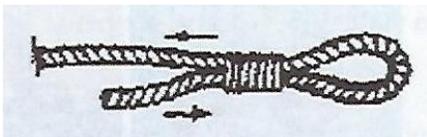
The second is a definition with illustrations" of "Serving" and "Seizing" and is the practice of joining two ropes together by taking several close turns of small rope, line, or spunyarn round them.

An "Eye Seizing" is a round seizing next to

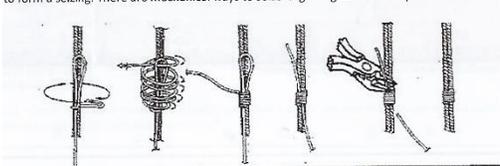


the eye of a shroud.

"Serving" is the practice of tightly wrapping a large line (or two lengths of line) with a smaller line. A line can be doubled and served to make a sip knot. This is known as "seizing" and allows a line to be snugged up to a block or deadeye or to fasten a line around a spar or mast. An example is shown to the below.



Seizing" allows for aligning deadeyes, tying a line to a block or to a spar, or tying a cleat to a shroud. Once adjusted to its proper place, the seizing can be glued and the short-end of the line can be snipped off of the seizing. The diagram below shows an easy way to form a seizing.



There are mechanical ways to seize large lengths of line to protect them from chaffing.

January 23, 2020

Nautical Terms

Rabbet or rebate / 'ræbet/: A groove cut in wood to form part of a joint.

Rake: To incline from the perpendicular; something so inclined is *raked* or *raking*, e.g., a *raked* or *raking* stem, stern, mast, funnel, etc.

Ratlines: (also "rattlins" or "ratlins") The rungs fastened between the shrouds permanently rigged from the bulwarks and **tops** to the mast to form ladders enabling access to the **topmasts** and yards.

Razee: 1. A sailing ship that has been cut down to reduce the number of decks. 2. To cut down a sailing ship to reduce the number of decks.

Reaching: Sailing across the wind: from about 60° to about 160° off the wind. Reaching consists of "close reaching" (about 60° to 80°), "beam reaching" (about 90°) and "broad reaching" (about 120° to 160°).

Ready about: A call to indicate imminent tacking (see *going about*).

Reef: 1. **Reefing:** To temporarily reduce the area of a sail exposed to the wind, usually to guard against adverse effects of strong wind or to slow the vessel. 2. **Reef:** Rock or coral, possibly only revealed at low tide, shallow enough that the vessel will at least touch if not go aground.

Reef-points: Small flat lengths of braided cord attached by eyelets to a sail along the reef band, used to secure the excess fabric after reefing. Typically, a reef point consists of two lengths of cord which taper towards their ends – the narrow end of each is threaded through an eye in the wide end of the other and then the pair are rove through the eyelet in the reef band such that one length hangs before and the other abaft the sail.

Reef-bands: Long pieces of rough canvas sewed across the sails to give them additional strength.

Reef-tackles: Ropes employed in the operation of reefing.

Reeve: (Past tense rove) To thread a line through blocks in order to gain a mechanical advantage, such as in a block and tackle.

Glossary of Nautical Terms Wikipedia;

Midwestern Model Ships & Boat Contest

The 44th Annual Midwestern Model Ships & Boat Contest and Display will be held May 15-17, 2020 at the Wisconsin Maritime Museum, Manitowoc, WI. Mark your calendars.

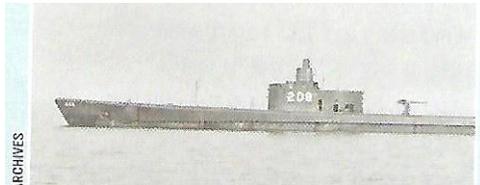
Here is your chance to enter your model into a premier model competition. Maybe we can get a group to attend and support this competition.

Other Notes: "Stuff" - Tugs & Things

History Update

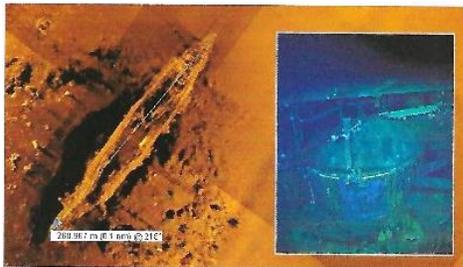
The following is from the February 2020, USNI "Sea History".

USS Grayback (SS-208), a missing submarine from World War II has been discovered more than 1,400 feet down in the East China Sea, about 50-miles south of Okinawa.



The Tambor-class submarine sank on 27 February 1944 after being spotted by a Japanese torpedo bomber while on the surface. 80 US sailors died. Her location has been lost due to a mistranslation of the Japanese after-action reports. In a review of the after-action reports an error of 100 miles was discovered. The sub was found in June 2019 and after U.S. Navy confirmation and notification of relatives, the find was announced in November.

Naval History also announced that the *R/V Petrel* had three deepwater discoveries: the Japanese carriers *Akagi* and *Kaga*, both lost in the Battle of Midway



Ghosts of Midway: the Imperial Japanese Navy carriers *Akagi* and *Kaga* (inset).

and the possible scattered wreckage of the *USS Johnston* (DD-557), lost off Samar during the Battle of Leyte Gulf.



The likely remains of the destroyer *USS Johnston*, famous for her role in the Battle off Samar, lie at more than 20,000 feet—"the deepest wreck yet found."

M. Moran



The *M. Moran* built in the early 1960's, had a low freeboard and few freeing ports in her bulwarks. Built in 1961 at Port Arthur, Texas, she had measures of 112.1' x 31.6' x 14.6' with a diesel engine of 3,500 horsepower. She is shown above towing on a short hawser on Long Island Sound. Built as an ocean towing tug, she was replaced by tugs with greater horsepower in the 1970's and reassigned to coastal towing jobs.

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

Albatros



Rescuing a disabled ship can be difficult enough, but towing one can be a fearsome task. In the picture above, the West German salvage tug *Albatros* is towing a coastal freighter stern first, causing the tow to shear off. This is a common problem when towing a ship stern first since the towed ship is unable to steer.

The *Albatros* was built in 1965 and had measures 204.4' x 37.8' x 14.8' and powered by a 4125-horsepower diesel turning a single screw.

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

Wooden Steamers

1846

In the late 1830's and early 40's, through letters and family members returning to their native countries from America, word spread of the richness and availability of land and opportunity in America. Europe was old, cramped, weary, its forests gone, land partitioned and its society rigorously classified. Young people, seeking their future looked west for land and opportunity. They came by the thousands, their number reached millions. The lumber companies in Wisconsin, mining firms in Michigan, Wisconsin and Minnesota recruited young workers from Europe for the opportunities available to build ships, railroad, mine copper, or sail ships for good wages and of the ease with which this cash could be used to buy farms.

For \$26, plus you provided your own bedding and rations, a person could sail from Sweden to New York. Arriving at New York City, the emigrants sailed north on the Hudson River to Albany, then a canal boat to Buffalo, and a steamer through the Great Lakes to the shores of Wisconsin or the port of Chicago. To handle the needs of emigrants from Europe and the needs for iron ore and lumber as the United States industrialized and to feed the populations of the east coast, ships were needed.

Before 1820 - 4 steam powered ships of 100 gross tons were built; 1820 to 1829 - 14 were built; 1830-34 - 42 were built; 1835-39 - 53 were built, 1840 - 45 - 62 were built; and between 1846 - 1850 - 105 sidewheel steamers and propellers were built on the Great Lakes by both American and Canadian shipwrights.

Earl Cathcart: E. Bates from Amherstburg, Ont., on the Detroit Rover, built, in 1846, for the Erie & St. Lawrence Transportation Co., T. F. Park President, a wooden, propeller, for the passenger, package freight. When the St. Lawrence Canals were opened, she ran between Montreal, Que. and the Upper Lakes. Her measures were 133' x 27' x 7' with a unit tonnage of 363. She was powered by two 40-horsepower engines built by the Cayuga Co., Cleveland, OH. Her master was Captain William Symes from 1845 to 1847. The *Earl Cathcart* was the

first of a line of steamers built for the conveyance of the products of the western states to the waters of Lake Champlain. It was found that the route of the St. Lawrence freight could be delivered at Burlington, VT fifteen days quicker than by the Erie Canal. July 1847 the *Earl Cathcart* loaded 250 tons of grey and yellow sulphuret of copper as package freight from the Bruce Mines, located on the north shore of Lake Huron, which was destined for Baltimore, MD to be smelted.

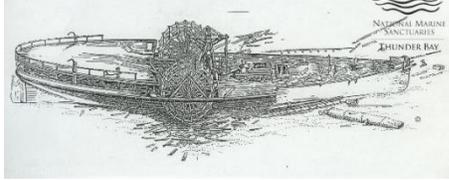
Her master for the 1848 - 52 seasons was Captain James Duncan. In September 1848, the propeller went aground at the entrance to the locks at Point Iroquois, St. Lawrence Canal. During the winter layup 1848/49 the vessel received a new upper cabin and state rooms on her upper deck for accommodation of her cabin passengers. Her main deck was cleared for deck passengers with all freight carried below decks. In April 1852, the *Earl Cathcart* was illegally condemned by United States Customs, Detroit, MI for "breach of revenue laws". It was later found to be a false accusation but the vessel was kept in the United States. She was renamed *F. W. Backus*

Master of the *F. W. Backus* for the 1852 season was Captain Langley. While bound from Detroit, MI for Ogdensburg, NY in April 1852, laden with flour and leather, the propeller *F. W. Backus* sprang a leak and put into Niagara for repairs. In November of that year she went ashore at Long Point Cut, Ont., Lake Erie. In April 1856, the *F. W. Backus* was advertised to ply between Buffalo, Detroit, Toledo, Cleveland, as an American Transportation Co. boat.

Ownership of the *F. W. Backus* was changed to A. T. Spencer, Chicago, IL. in 1860. Her master was Captain Childs for the 1861 season. Early in the 1861 season, bound from Chicago, IL for Lake Superior laden with general merchandise, the *F. W. Backus* broke her stuffing box off Copper Harbor, MI, Lake Superior. Leaking, she made it into the harbor then sank. May of 1861 she was pumped out and repaired. In August 1863, she sprang a leak and sank at Milwaukee, WI. She was raised and repaired.

Her ownership was changed to C. S. Hibbard, Chicago, IL. In November 1866, while bound from Chicago, IL for Marquette, MI with nine passengers and a cargo of hay, cattle and horses, the crew of the propeller *F. W. Backus* discovered a fire aboard, while off Racine, WI, Lake Michigan, and ran the vessel ashore where her cargo and passengers were disembarked. She was towed out into the lake by the

tug *Daisy Lee* with the intention of scuttling her. In the process, she burned through the tow line and drifted back to shore where she burned to the water line. Loss of the ship \$30,000, cargo \$25,000.



Detroit: J. L. Wolverton, Newport (Marine City), MI, built a wooden sidewheel steamer, 157' x 23.3' x 10.1' and a tonnage of 352 71/95 (old style), for Samuel & E. B. Ward, Newport, MI. She was equipped with a walking beam, low pressure engine (builder unknown). Initial enrollment was at Detroit, MI, April 24, 1846. She was built for the package freight trade at a cost of \$32,000 and ran Cleveland, OH – Sault Ste Marie, MI.

June 1847, the *Detroit*, leaving Chicago with the mail for the east, came in collision with the brig *S. F. Gale* (US22343) near Chicago, IL, Lake Michigan. The *Detroit* returned to port for repairs and refit. In October of that year, up bound from Cleveland, OH for Sault Ste Marie, the steamer *Detroit* broke her walking beam and did considerable damage to her cylinder, off Manitou Island. She made False Manitou under sail.

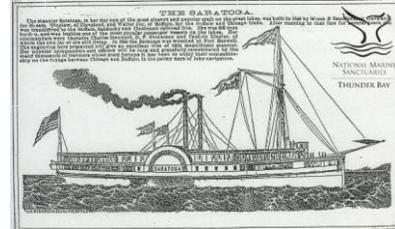
Her master for the 1851 season was Captain Buntlin and Captain Hubbell in 1854. May 1854, up bound for the Sault, the steamer *Detroit*, under charter to Sault Ste Marie Canal Co. and laden with hay and lumber, collided with the bark *Nucleus* (US18103) on Saginaw Bay in thick fog with the *Detroit* sinking in 30 fathoms of water. No lives lost.

James Wood: Horace W. Woodruff et al, Sackets Harbor, NY, contracted with the James Wood Shipyard, Dexter, NY for a wooden propeller with measures: 124' x 25' x 10' and a tonnage 286 80/95 (old style). Her engine is unknown. Her initial enrollment was issued at Sackets Harbor, NY, April 22, 1846. She was built for the package freight trade.

Her ownership was changed in April 1847 to Samuel Hooker et al. her master for the 1849 season was Captain Rounds.

Her ownership was changed to N. M. Woodruff in April 1850. During a severe gale on Lake Erie, October 1851, the crew of the *James Wood* rescued the crew from the sinking schooner *Erie* (US-1847). November of that same year, the *James*

Wood, in heavy seas, five miles of Sheboygan, WI, Lake Michigan, lost her smoke stack. She rode out the gale at anchor then proceeded to Racine for repairs. September of 1852, bound down in a storm on Lake Erie, the *James Wood*, laden with 850 barrels of flour and 8500 bushels wheat, sprang a leak and while trying to make Ashtabula harbor, went ashore below the east pier. She was declared a total loss.



Saratoga: Sanford & Moses, Cleveland, OH built for N. C. Winslow, et al, Cleveland, OH, a wooden sidewheel steamer with measures: 199' 4" x 29' 9" x 11' 10 3/4" and a tonnage of 661 76/95 (old style). Her engine was a high pressure, 720 horsepower, built by Cuyahoga Steam Furnace Works, Cleveland, OH. Initial enrollment was issued at Cleveland, OH, May 20, 1846. The *Saratoga* was built for the passenger trade between Buffalo, NY and Chicago, IL, with a capacity for 400 passengers. Her master of the 1846-49 season was Captain C. Stannard. The steamer *Saratoga* and the propeller *Lady-of- the- Lake* (US-1846) collided on Lake Erie between Cleveland, OH and Buffalo, NY June 1847' In August of that year, bound up, she caught fire but did very little damage; and later that month she and the Canadian schooner *Georgiana* (C-1842) collided below Erie, PA on Lake Erie with the schooner losing her bowsprit and foremast. In June 1849, the steamer *Saratoga* and the steamer *Hendrik Hudson* (US-1846) collided on Lake Erie, twenty miles east of Erie, PA with the loss of two lives. In October of that year, the steamer *Saratoga* while entering Cleveland harbor, struck the stone pier and stove in her larboard quarter. Damage \$ 300.

July 1854, during a storm on Lake Erie, the steamer *Saratoga* stranded at Port Burwell, Ont. She had moored alongside the Western pier when, her bows projecting out about forty feet, she was caught by the wind, breaking her bow lines and forcing her

into the Eastern pier where she was battered. The hull was classified as a constructive total loss. In September of that year, the hull was sold at auction, as is, to W. T. Scott, Tonawanda, NY for \$4,000. In 1855, her engine went into the sidewheel steamer *Sebastopol* (US-1855).

Delaware: A wooden propeller built in 1846 by T. H. Cobb & A. Gilmore, Black Rock, OH, she had measures: 137.6' x 23.8' x 11.9' and tonnage of 368.6 (old style), for William J. Pardee et al., Oswego, NY, and was enrolled at Oswego, NY. She was built for the passenger, package freight trade and ran between Oswego, NY and Chicago, IL. Her master for 1846 was Captain J. W. Tuttle. During winter layup 1847, the *Delaware* was cut in two and lengthened 35 feet at the yard of Bidwell & Banta, Buffalo, NY. Her new measures were: 173.83' x 24.25' x 10.25', 416.52 tons (Old Style).

Ownership of the *Delaware* was changed to Richard Sears et al, Buffalo, NY, July 1848. In 1850 the propeller ran Buffalo – Chicago on the Griffiths Western Line.

September 1850, her ownership was changed to John M. Griffith et al, Buffalo, NY. August 1851 the propeller *Delaware* collided with the Canadian ferry *Victoria* (C – 1850) on the Niagara River, a mile from the Buffalo, NY lighthouse incurring a property loss of \$400. November of that year the *Delaware* collided with the brig *Belle* (US – 1850) on Lake Michigan near Beaver Island. The propeller towed the brig into St. Joseph harbor on Beaver Island, MI and left her there with two feet of water in her hold.

Her ownership was changed July 1853 to Charles Howard et al, Detroit, MI, and again in April 1854 to Samuel G. Watson et al, Detroit, MI. Her master for the 1855 season was Captain D. H. Dixon with Henry Shiner as first engineer. In June 1855, the *Delaware* collided with the schooner *E. M. Lyons* (US – 1848), out of Chicago laden with coal, off Black River (Lorain), OH, Lake Erie. The schooner sank in ten fathoms of water. No lives lost. August of that year, the *Delaware*, laden with miner's supplies and railroad iron & machinery, went ashore on the St. Mary's River, Sault Ste Marie, MI.

Her ownership was changed to Davis, Sutton & Co., Buffalo, NY in October 1855. That same month, the propeller *Delaware*, and the barkentine *Badger State* (US2134) and the steamer *Crescent City* (US –

1853) collided in Buffalo Harbor, with the three sharing a property loss of \$1,000. The following month, while bound down from Chicago laden with a cargo of general merchandise, six passengers and a crew of twelve, the propeller was driven ashore during a gale on Lake Michigan and stranded 8 miles south of Sheboygan, WI where she sank and was declared a total loss. Eighteen lives, including the captain, were lost.

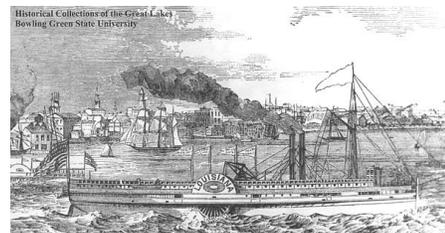
Lady of the Lake: Built for the Welland Canal trade in 1846 by S. W. & A. A. Turner, Cleveland, OH for Captain Robert Kyle et al., Chicago, ILL. She had measures of: 141' 3" x 24' 3" x 10' 1 and a tonnage: 326 16/95 (old style), engine unknown. Her initial enrollment was issued at Cleveland, OH, May 27, 1846. Her master in 1846 was Captain Robert Kyle. In her first year on the lakes, bound from Rochester, NY for Chicago, IL, the *Lady of the Lake* broke her machinery on Lake Ontario and put into the Niagara River for repairs.

June 1847 her ownership was changed to I. L. Scammon et al., Chicago. The steamer *Saratoga* (US – 1846) and the propeller *Lady of the Lake* collided outside the Buffalo harbor, Lake Erie with minor damage.

May 1848, her ownership was changed to Ira V. Germain et al., Chicago, IL. May 1851, the *Lady of the Lake* collided and sank the brig *Montezuma* (US16397) near Malden, Ont., Detroit River.

Her ownership changed to P. Chamberlain et al., Cleveland, OH, May 1852 and to George A. Eddy, Northern Transportation Co., Ogdensburg, NY, July 1855. In May 1858 the *Lady of the Lake* broke her shaft while on Lake Erie and was repaired.

For the 1859 season, her master was Captain Sisson. March of 1859, while bound from Cleveland, OH for Dunkirk, NY, laden with a heavy load of flour, hams, pork and beans for the New York and Erie Railroad, her boiler exploded, ½ mile off Fairport, OH, Lake Erie, blowing off her stern. She sank quickly in 17 feet of water. Two lives were lost.



Louisiana: A wooden sidewheel steamer was built by Jacob W. Banta, Buffalo, NY for Reeds Chicago Line; General Charles M. Reed et al, Erie, PA. She had measures of: 224' x 28' 11" x 12' 5" and a tonnage of 766 (old style). The steamer *Louisiana* was launched from the Banta yard, Wednesday afternoon, May 27, 1846. Her engine was a crosshead, low pressure, 150 horsepower, built by James P. Allaire, New York in 1834 that had been originally installed in the steamer *Thomas Jefferson* (1834). She was built for the immigrant, package freight trade, to run Buffalo-Sheboygan- Milwaukee-Chicago for a cost of \$55,000. Her master for the 1849 season was Captain William Davenport with John Miles as engineer. May of that year, the steam chest exploded killing four persons and seriously injured a fifth while off Ashtabula, OH, Lake Erie. The steamer was towed into Conneaut, OH for repairs. In June 1850, the *Louisiana* collided with the brig *General North* in the St. Clair River, damaging the brig badly. In June 1853 the *Louisiana* collided with the propeller *Detroit* on Lake Erie, damaging both vessels for a loss of \$1,800 (for both). Later that year, while bound between Erie, PA and Dunkirk, NY on Lake Erie, the sidewheel steamer *Louisiana* broke her machinery and was towed into port for repairs. November 1853, leaving the Sandusky harbor, laden with flour, corn and hogs, the steamer *Louisiana* fouled a lost anchor in the channel, opening a hole in her bottom. She settled in ten feet of water. The hull was raised and quickly patched. Her property loss was estimated at \$4,000. In January 1855, the steamer went aground in Milwaukee Bay during a gale and in July of that year she ran aground on a shoal near Washington Island at the entrance of Green Bay. The *Louisiana* was scuttled to prevent damage. She was later raised, repaired and returned to service.

Her ownership was changed in 1857 to Haynes & White, Green Bay, WI and placed in the passenger, package freight service on a run between Green Bay, WI and Erie, NY. October of that year while bound from Green Bay, WI for Buffalo, NY, the steamer *Louisiana* attempted to put into Port Burwell, ONT, Lake Erie for bunker wood during a gale and ran aground on a bar outside the harbor, stranding and she was pounded to pieces near the harbor entrance.

January 23, 2020

No lives lost. The sidewheel steamer *Louisiana* was declared a total loss on October 24, 1857.



Pocahontas: Bidwell & Banta Shipyard, Buffalo, with Frederick N. Jones as master carpenter, built a wooden propeller with measures: 171' 9" x 24' 11" x 10' 4 1/2" and a tonnage (Old Style) of 426 64/95. Her owners were a group of Buffalo investors, consisting of Walter Joy, George B. Webster, Jacob Worchester, and Frederick N. Jones. The *Pocahontas* was powered by two 100 horsepower engines built by Vulcan Foundry. She was first enrolled at Buffalo, NY and was to be used in the package freight trade. Her cost was listed as \$25,000. Masters of the *Pocahontas* were Captain Jacob Worchester (1846-47, 1848-50) and Captain Langley (1847). In May 1847, her ownership was transferred to Walter Joy, George B. Webster and Captain Jacob Worchester. In September 1847 the propellers *Pocahontas* and *Racine* (US-1844) collided 30 miles above the mouth of Grand River or Welland Canal, Lake Ontario. Both received slight damage.

May 1850, her ownership was recorded as a share transfer to Walter Sutton, George Davis and Captain Jacob Worchester. In August of that same year ownership share were transferred to George B. Walbridge and Captain Jacob Worchester. May 1851, the propeller *Pocahontas* ran over a sunken anchor in the St. Clair Flats, staving a hole in her bottom. She arrived at Detroit, MI with 4 feet of water in her hold. Damage was assessed at \$1,500.

Ownership of the *Pocahontas* was recorded transferred July 26, 1852 to George B. Walbridge & Co. with George B. Walbridge and Wells D. Walbridge, Buffalo, NY as partners for 3/4 shares and Captain Thomas Clark, 1/4, Cleveland, OH. Her master during the 1852 season was Captain Thomas Clark.

Ownership of the propeller *Pocahontas* was recorded transferred to Wells D. Walbridge & Co. 1/2 shares with Wilhelmina Walbridge 1/2 shares, as

executors of the estate of George B. Walbridge in March 1854. Her master that season was Captain John B. Densham. November 1854, the *Pocahontas*, bound from Buffalo, NY for Grand Haven, MI, laden with stoves and merchandise, went ashore at Grand Haven, MI, Lake Michigan. The crew jettisoned her deck load of stoves and merchandise to release her. Property loss set at \$5,000.

Ownership of the *Pocahontas* was changed to American Transportation Co., Buffalo, NY in May 1855. Caught in a gale on Lake Huron in September of that year, the *Pocahontas* had her cargo of wheat damaged. Property loss was set at \$1,800. A few days later the *Pocahontas* and schooner *Philena Mills* (US-1846) collided near Fighting Island, Detroit River, Detroit, MI. Property loss for both vessels was set at \$800. Her master for the 1859 season was Captain William Williams.

In April 1860 her ownership was changed with 1/3 shares each, to Captain William Williams, Andrew J. Rich, and Henry Martin all from Buffalo, NY.

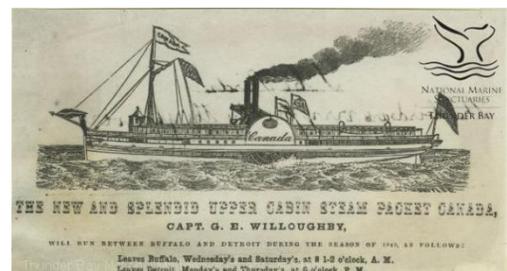
In May 1860 all shares were purchased by John N. Gardner, Buffalo, NY. Her master for the 1860 season was Captain Charles W. Kimberk. Bound from Toledo, OH to Buffalo, NY in April 1862, the propeller *Pocahontas*, laden with a cargo of corn, was caught in a gale, sprang a leak and was run ashore at Long Point, ONT, Lake Erie to prevent her sinking in deep water. She was pounded pieces by the storm waves and wind. Loss of the cargo and vessel was placed at \$12,000. No lives lost.

St. Joseph: First enrolled at Buffalo, NY on May 12, 1846, the wooden propeller *St. Joseph* was built at the Bidwell & Banta Shipyard, Buffalo, NY with Jacob W. Banta as master carpenter. At enrollment, she had measures of: 170' 1 1/2" x 26' 10 1/2" x 10' 6 3/4" and a tonnage (old style) of 460. She was powered by two steam engines, 100 horsepower each, built by Buffalo Steam Engine Works, Buffalo, NY. She was built for the passenger, package freight trade between Buffalo, NY and Chicago, IL. Her original owners were an investment group headed by Oliver Bugbee, Buffalo, NY. Her initial master in 1846 was Captain Jacob Imson. April 1847, the propeller *St. Joseph* went aground while entering Grand River, Ont. at Port Maitland. She was released.

Over the next few years the *St. Joseph* went through a series of ownership changes, starting with Levi Allen, Buffalo, NY in July 1847; George H.

Bryant, Buffalo, NY in April 1849; and John Martin, Buffalo, NY in July 1851. Master of the *St. Joseph* in 1851 was Captain John Morton. November 1853, the propeller *St. Joseph* encountered a very severe gale on Lake Huron near Thunder Bay Isle. While attempting the entrance to Alpena, MI she went on the rocks where she was pounded for three days. The crew had to throw part of her deck load before she could be hauled off the rocks. Leaking badly, with her pumps running to stay ahead of the water coming in, she made to Milwaukee, WI for repairs. Two years later, November 1853, the *St. Joseph* went aground at Cheboygan River, Cheboygan, MI. Released. Her master for the 1854 season was Captain Martin. October 1854, the *St. Joseph* went aground on Middle Island Reef, north of Alpena, MI, Lake Huron. Property loss was set at \$15,000. In November of that same year the *St. Joseph* knocked a hole in her bottom on the Lake St. Clair Flats, admitting water at a rapid rate. The crew wrapped the hole with canvas and with the pumps running, she made for Chicago to off load her cargo and get repaired.

Ownership of the *St. Joseph* was changed in June 1855 to S. Marlin, Buffalo, NY and in May 1856 to P. L. Sternburg; Western Transportation Company, Buffalo, NY. November 10 of 1856, the *St. Joseph* became stranded six miles east of Fairport Harbor, OH during a storm on Lake Erie. Total loss of vessel and cargo \$46,000.



Canada: O. T. Macklem, Chippewa, Ont. had a wooden sidewheel steamer built for the passenger, package freight trade between Buffalo, NY and Windsor, Ont. on Lake Erie at Niagara Harbour & Deck Co. also located in Chippewa. She was launched June 10, 1846 and had a 180-foot saloon, 42 staterooms, 10 bedrooms and measures of: 199.2' x 27.9' x 13' with a tonnage (old style) of 738. Her

engine was built by Macklem iron Works, also from Chippewa, and was a vertical beam, low pressure with a 60" bore x 120" stroke, generating 150-horsepower that drove two 30-foot diameter wheels. Her first master was Captain Van Allen for the 1847 season. In June 1847, the *Canada's* maiden voyage with the North Shore Line running Buffalo, NY - Detroit, MI stopping at Port Colborne, Port Dover, Port Stanley & Windsor. Ont. accommodated over 300 passengers and was noted as the fastest boat on Lake Erie at the time. After leaving the port of Buffalo, November 13, the steamer *Canada* was obliged to put back into Buffalo from her trip to Detroit, after being struck by a gale on Lake Erie and breaking a valve on her force pump. She was worked safely into port by her crew.

Master of the *Canada* for the 1849 season was Captain G. Willoughby. In November, she was seized by U.S. Authorities at Detroit, MI for violation of U.S. Customs laws and was condemned. She was placed up for auction in September 1849 and was purchased by Eber B. Ward. For the remainder of the year she ran between, Chicago to Buffalo. On September 28th of that year, she ran hard aground on Fighting Island, Detroit River and was released. For the remainder of 1849, she ran between Chicago and New Buffalo, MI, across Lake Michigan, connecting with the Michigan Central Railroad. In August 1850, the steamer *Canada* was damaged in a gale on Lake Michigan.

April 1852 and ownership changed was listed for the steamer *Canada* to Captain Gager, Detroit, MI. Her new owner converted her to a bark at Ward's Newport shipyard. Her engines removed for placement into the steamer *Caspian* (US-1851). Her master after leaving the yard in 1852 was Captain Gallagher. In August of that year the bark *Canada* went ashore above Port Huron, MI. Released.

Ownership of the bark *Canada* was changed to F. C. Clark in April 1853. In July of that year she transported a locomotive and 2,300 rails from Buffalo, NY to Chicago, IL. The load weight 1,100 tons.

In 1854 ownership was changed again to Walker & Bantam, Buffalo, NY. Her master for that year was Captain Bantam.

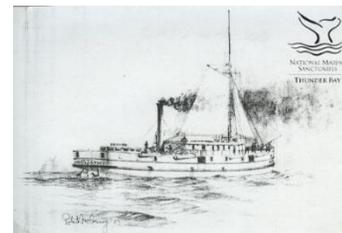
In 1856 her ownership was enrolled as E. A. Bruce, Chicago, IL. In August 1858, the bark *Canada*, laden with lumber, arrived at Chicago leaking, after battling a storm on Lake Michigan. She settled just north of downtown Chicago, then blew southward

and struck a bar off the old waterworks, where she broke her back and later went to pieces.

Albany: C. L. Gager, Detroit, MI, built a wooden sidewheel steamer for a consortium of investors, including himself, in 1846. She was first enrolled at Detroit in 1846 with measures of: 202' x 29' x 11.7' and tonnage (old style) of 669.36. Her engine is unknown. She was built for the passenger, package freight trade at a cost \$44,000 and ran as part of the Chicago Line. Her master for the 1846-49 season was Captain C. L. Gager with W. Magee as first engineer during those same years.

Ownership of the steamer *Albany* was changed in 1847 to Michigan Central Railroad Co.

1852 her ownership was recorded changed to Col. Sheldon McKnight, Detroit, MI. Her master for 1853 was Captain Jones. June 1853, while dropping down the Detroit River, the steamer drifted into the stream and struck the floating bath house moored off the foot of Woodruff Ave. Little damage was done. In August, the *Albany*, on her last trip to the Sault, had the base of her smoke pipe burn out near its base and fell over. Repaired. In November, down bound from the Sault for Detroit, laden with passengers and miscellaneous cargo, the steamer *Albany*, making for the shelter of Presque Isle harbor during a tremendous gale, was driven over the bar. The 200 passengers and crew came ashore in her boats and no lives were lost. Plans were made to haul her back across the bar, but she was destroyed by another storm. Most of her cargo, furniture, engines and boiler were recovered. Her lost cargo was valued at \$2,500 and her hull at \$30,000.



Goliath: A wooden propeller, built by Burton S. Goodsell, St. Clair, MI in 1846 for Wesley Truesdell, Detroit, MI. had measures of: 131' x 25.6' x 9' and a tonnage (old style) of 279 63/95. Her first enrollment was issued at Detroit, MI, June 24, 1846. She had twin-Ericsson high pressure engines with 16" bore x 28" stroke. She was built for the package freight trade. Her masters for 1846 was Captain Esterbrook and in 1848 Captain Henry Cottell with Mr. Busha as first engineer. Bound down, September 1846, the

propeller *Goliath*, laden with 9,000 bushels of wheat and 1,000 barrels of flour, sprang a leak between Cleveland and Sandusky, OH on Lake Erie. They found that the leak was gaining on the crew with every heavy sea, so the captain headed her towards Black River and ran her ashore.

Ownership of the propeller *Goliath* was changed to Michigan Insurance Co., Detroit, MI in October 1846 and in December of that year to Stephen Grinn, Hudson, NY. In September 1848, bound up, the propeller *Goliath*, laden with provisions and merchandise, including 200 kegs of powder, destined for the Lake Superior Mining Companies, caught fire on Lake Huron and exploded, destroying the ship. 18 lives lost.

The final enrollment for the propeller *Goliath* was surrendered, November 03, 1851. The wreck of the propeller *Goliath* was discovered in 1994.

Ireland: Captain Robert Patterson, Kingston, had a wooden propeller of 266.98 tons (old style) and 134.1' x 21.9' x 9.6' built by Fowler & Hood (Kingston Marine RR), Kingston, Ontario in 1846. First enrollment was issued at Kingston, Ont. May 16, 1846, listing her engines as (2) High pressure, 32" bore x 24" stroke, 140 horsepower, built by Kingston Foundry, Kingston, Ont. and that she was built for the passenger, package freight trade between Quebec, Que. and Lake Ontario. She could carry 60 cabin and 150 - 200 deck passengers. Master of the *Ireland* during the 1846-48 season was Captain Robert Patterson. In May 1848, while bound down the St. Lawrence River, the propeller *Ireland* struck bottom several places and was considerably damaged. Repaired.

Ownership of the propeller *Ireland* was changed to John Hamilton in August 1848 and to James Morton, Esq., Kingston, Ont. in 1850. The *Ireland*, during a storm on Lake Ontario, was driven ashore and sank at Port Nelson. She was released in March 1851 and towed into Burlington Bay, Hamilton, Ont., Lake Ontario. She was repaired at the Niagara Harbor and Dock Company's Works. In December 1850, they found that a large rock, about half ton, to be lodged in her keel. November 1851, the propeller *Ireland* sank in the St. Lawrence River. Property loss was set at \$1,500. August of 1852, the *Ireland*, laden with sugar, caught fire near St. Laurent, Que., Lake Saint Francis, St. Lawrence River, and was destroyed. Cargo loss was set at \$13,500 and hull loss at \$14,000.

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

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.)

Presentation Schedule:

2020

Jan 18 – Research
Feb 15 – Scratch Building
Mar 21 – Lofting/Reading Plans
Apr 18 – Raw Material & Parts
May 16 – Bending Wood
Jun 20 – Road Trip
Jul 18 – Fairing a Hull/Cooper Plating
Aug 15 – Rigging: Blocks & Tackles
Sep 19 – Rope Walk
Oct 17 – Small Boat Making
Nov 21 – Soldering
Dec 19 – Wood Finishing

Events & Dates to Note:

2020

IPMS Columbus

46th Anniversary BLIZZCON

Arts Impact Middle School
680 Jack Gibbs Blvd. Columbus 43215
Saturday, February 15, 2020

Columbus Woodworking Show

Ohio Expo Center
Celeste Center,
717 East 17th Avenue, Columbus, OH 43211
March 13 - 15, 2020

Miami Valley Woodcarving Show

Christ United Methodist Church
700 Marshall Rd., Middletown, Ohio 45044
March 7 & 8, 2020

64th "Weak Signals" R/C Model Show

Seagate Convention Ctr.
401 Jefferson Ave. Toledo, OH
April 03 - 05, 2020

North American Model Engineering Expo.

Yack Arena
Wyandotte, MI
April 18 - 19, 2020

Midwestern Model & Boat Show,

Wisconsin Maritime Museum, Manitowoc, WI
May 15 – 17, 2020

Constant Scale R/C Run – Carmel, Ind.

Indianapolis Admirals reflecting pond
Carmel, IN
May 16 & 17, 2020

January 23, 2020

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 19, 2020

Toledo Antique & Classic Boat Show

Promenade Dock, Maumee River, Toledo, OH
Aug 22-23, 2020

NRG Conference

Oct. 24 - 26, 2020?

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