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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

July 2020

Next Meeting: August 15, 2020
"Ropewalk" – Amato/Nyberg

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July Newsletter

Due to the COVID-19 virus, there are no reserved meeting rooms through September at the library. The library is open for book drop off and pickup, but meetings where safe distancing cannot be enforced, such as the conference room and classrooms A & B, are not allowed to be scheduled. We check weekly for changes.

I urge all of you to take care of yourself and your families and especially those seniors who live close to you who may need errands run or someone to just call and check on them. Use this time also to get back in the shop building. Taking time to do things that make you feel good is essential to survival in this modern world. Spending time ship modeling, reading, listening to music, or just sitting quietly watching nature from your porch or patio, allows you to recharge and absorb new ideas, information and you might discover something that speaks to you. In the end, it's all worth it.

. Your editor.

July Meeting

Another Zoom meeting! Will this ever end? I have found, for some reason that eludes me, that preparing for Zoom meetings takes more time than for non-Zoom meetings. Maybe when we meet in person, conversations just naturally happen. In Zoom meetings, conversations do not seem to be spontaneous.

I am thankful for Bob (our Zoom Master) for taking on the responsibilities for scheduling, notification and hosting. July's meeting was hosted by Bob from his brothers' home outside Sacramento. We had 11 signed on. All healthy, and in their places (shops and studies). So where were the rest of you?

Business

Zoom

We repeat, since some of you are still not signing in. If you tried to sign in and could not, contact Bob Mains (rmains1@columbus.rr.com) and he can help you to connect.

Bob sends out a notice the week of the meeting with the web connection, meeting ID & PW. Check your spam files if you have not received the notice by Thursday before the meeting. In fact, check your spam file if you are not getting our notices or your monthly "Ropewalk", usually sent by the Tuesday after the meeting date.

The following is a repeat of some rules on chats, sharing and the pauses that happen when we talk or not talk.

For you who will be sharing Power Point (PPT) presentations in the future, here are some guidelines:

- First, download the Zoom App to your device. When you click on the App, the screen will ask if you want to join a meeting., click on that and enter the meeting ID, hit enter. It will ask you for the password, enter it and hit enter.
- Open your PPT presentation, video, photo and click the *Share* button.
- In the sharing window that opens click on Microsoft PowerPoint to select it.
 - If your presentation includes narration, sound, or video: Check the *Share computer sound box*. If your computer prompts you to install the Zoom audio device, do it. Click on the *Share* button.
- In PowerPoint: Switch to Slide Show mode. Give your presentation/sharing. When done, click Zoom's *Stop Share* button

For Android phones and Tablets:

- Sign in to Zoom.
- Open a new window and open Power Point.
 - Open the PPT presentation and start the slide show.
- Toggle back to Zoom (use tabs)
- Click Share Screen
- All participants should now see your PPT presentation.
- When finished, click Stop Share.

We also need to remember, that when we are sharing our ship models, etc. if we click on the share button, the image everyone else will see on their screens will be their screen size, not the normal small window.

Road Trip

Our scheduled fall road trip to the National Museum of the Great Lakes, Toledo, Ohio looks like it will be the third Saturday of September which is now open with the OSU vs Buffalo football game canceled. Alan has contacted the museum to verify dates, cost and any restrictions we need to know about. With the resurgence of COVID-19 there is always a cancellation possibility.

"Great Harry" Update

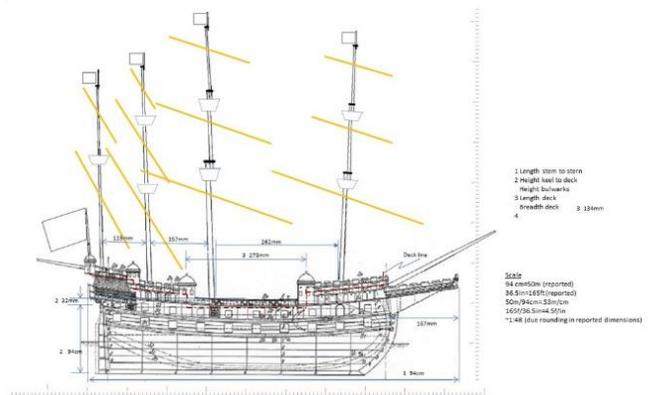
The cleaning is basically done. In comparing the "look" with the MAAS (Museum Applied Arts & Sciences) model and they are very close...so John did not clean too deeply. The guns, gun port covers, rigging and masts have been removed.

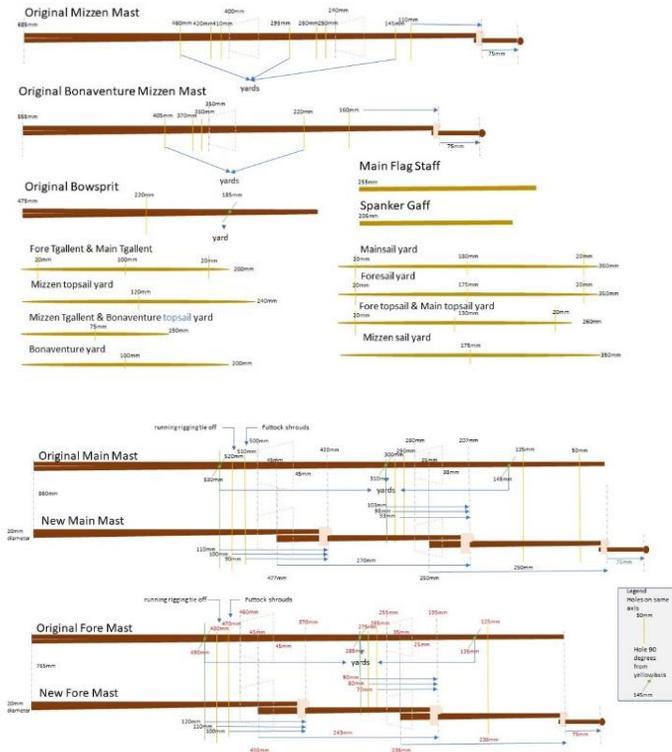


Speaking of the MAAS model, we purchased and now have in our possession, digitized photos of the "Great Harry" (AUS-GH) from the Powerhouse Museum, Sydney, AUS. The digitized photo allows us to expand our view so that we can see enlarged details of the model and her rigging. In example, John mention to me the yards were nailed to the mast in the restoration model, so I took a close look at the port side view of the AUS-GH and could see the nail head on the yard. This will allow us to understand how she was rigged since the restoration model rigging had been destroyed by age.



John has taken the time to transfer the dimensions of the restoration model, her masts and yards.





All dimensions are in metrics. We also documented, using the AUS-GH, the standing rigging: Stays, backstays, and shrouds. The next steps will be converting the fore and main mast from a single pole to a stepped mast at the topmast and replace the missing topsail, topgallant, main and lateen yards -- one of each. The flag masts are also going to need replacing.

We still need to determine what will be used for rigging. The existing rigging, what was left of it, has been measured and the diameters are: .5, 1.0, & 1.5 mm (lanyards, running rigging, and stays respectively).

Presentation:

Fairing a Hull/Coopering

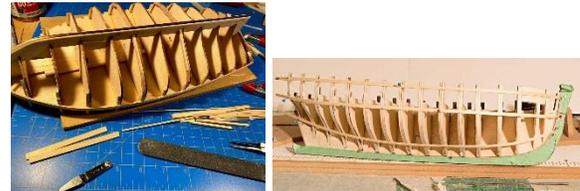
Our main presentation was titled "Hull Fairing and Cooper Sheathing" by Bob Mains. Bob, being new to this craft, shared what he has learned building a solid hull and a POB ship model.

He started with four questions that applied to fairing: What? Why? Where? And How? What: fairing is an action to achieve design objectives of the builder. Why: because a faired hull provides efficiency underway and enhances her appearance.

Where: fairing applies to the model's hull and deck. How: one word – PATIENCE.

Bob, then took us through the process he used to fair his solid hull and the POB hull. His presentation continued with a focus on the POB hull of his model of the schooner *America*.

Bob, via photos, took us through the fairing process of beveling the bulkhead edges and the use of battens.



The use of filler blocks and planking the hull.



And finished with the filling and sanding process.



He then shared his experience of coopering the hull. Bob started with his research on layout, materials, scale and use of nails, the tools and fixtures needed, tape and plates and the adhesive used.



He ended with a photo of his coopered *America*.



Being Bob, he ended with a picture of a real coopered hull out of water and a question.



Why aren't the cooper materials green?

Ships on Deck:

Here is what your fellow craftsman have been doing during our staying at home. Thanks Alan, at least someone accomplished something this past month.

Typhoon

Alan Phelps



July 31, 2020

Alan shared that the top side is done, now just some more work on the drive train. As you can see, the engine bay got really cramped.

Odds and Ends

Nautical Terms

Xebec: A small, fast three-masted (originally two-masted) Mediterranean sailing vessel with a shallow draft and distinctive overhanging bow and stern. Usually employed for trading and propelled by a combination of lateen sails and oars. Early xebecs had two masts and later ones had three.

2. A small, fast warship of the sixteenth to nineteenth centuries of a similar design to a trading xebec, used almost exclusively in the Mediterranean Sea. A xebec was slightly smaller than a contemporary [frigate](#) and mounted slightly fewer guns. Frequently used by Corsairs in the Mediterranean, they carried a crew of up to four hundred men and mounting up to 24 guns.

Xebec-frigate: A European warship that appeared late in the history of the *xebec*. It was *square-rigged* but also carried lateen sails, otherwise the hull was designed like a xebec.

Glossary of Nautical terms Wikipedia

Other Notes: "Stuff" - Tugs & Things

Nautical Research Guild

Web Site

The NRG has launched an updated web site. Still the same web address – www.thenrg.org but with a new design. Much easier to get around. Checking the resources section there are a vast number of articles that can help the ship modeler, such as: "Building a Model Cannon Carriage w/ Plans", Modeling small figures", "Making Yard details" to name a few. Check it out.

Nautical Research Journal

A little blatant advertisement. 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

Books

In last months "Ropewalk" I mentioned that I was re-reading the Patrick O'Brian, 20-book series on Aubrey-Maturin and their adventures in Nelson's Navy.

There is a whole series of authors that preceded O'Brian and covered much of the same period starting with the "Heart of Oak Sea Classic" (HOS) like:

- James Fenimore Cooper's "Wing-and-Wing" (HOS);
- James Norman Hall "Doctor Dogbody's Leg" (HOS);
- Christopher Lloyd "Lord Cochrane" (HOS);
- Fredrick Marryat "Peter Simple" (HOS);
- Marryat also wrote "Newton Foster" or "The Merchant Service", "Frank Mildmay" or "The Naval Officer", "Mr. Midshipman Easy".
- Tom Pocock wrote "Battle for Empire" and "Captain Marryat".
- Dudley Pope wrote "The Devil Himself, The Mutiny of 1800", "Decision at Trafalgar" (HOS), "The Black Ship" (HOS).
- Michael Scott wrote: "Tom Cringle's Log" (HOS).
- C. S. Forester wrote the "Hornblower" series of 11 books plus the story behind Tom Hanks movie "Greyhound" based on "The Good Shepherd
- For a more modern read try Farley Mowat "The Boat That Wouldn't Float", "The Grey Seas Under" and "The Serpent's Coil"

Tugs

Sea Breeze



The *Sea Breeze*, is one of the famous Mikimiki class of tugs built during World War II. This class of tug was one of the few wartime tugboats constructed of wood. Mikimiki is the Hawaiian word for "on time". Their name came from a prototype built

in 1929 to serve in the Hawaiian interisland pineapple trade.

The Mikimikis were built as seagoing transport tugs under government contract in private yards by the Army Transportation Service. They were classified L.T. (Large Tug). During the war, she was LT-372 (Pvt. Joseph P. Myers). The *Sea Breeze* was based, after the war, in the Pacific Northwest and owned by the Crowley Marine Services Inc., San Francisco, CA. Built in 1944, by Gray's harbor Shipbuilding, she was 117.2' x 28' x 12.8' and powered by a 1200 horsepower engine. Some observations: The ratlines on her after mast are unusual on a tug; her bow H-bitt is position athwartships rather than longitudinally; and the Mikimikis had a tendency to roll in heavy weather, but she had an inside passageway that eliminated the need to go on deck in heavy weather.

She was scuttled of Cape Mendocino, California in 1980.

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

Shelley Foss



The *Shelley Foss* was built in 1970 by Albina Machine and Engine Works, Portland, Oregon for Foss Maritime of Seattle. Made of steel and diesel powered, she was 84.4' x 14.2' x 30' and powered by 2-twelve-cylinder engines rated at 2,250 horsepower.

In 2010, she was acquired by the Manson Construction Co, Seattle and renamed *Nancy M*. In 2020, she was acquired by Island Tug and Barge Co. Seattle and renamed *Island Breeze*. She is used in pushing gravel barges.

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

Presentation Schedule:

2020

- Jan 18 — Research
- Feb 15 — Scratch Building
- Mar 21 — Canceled
- Apr 18 — Zoom Training
- May 16 — Bending Wood — Zoom
- Jun 20 — Small Boat Making — Zoom
- Jul 18 — Fairing a Hull/Cooper Plating — Zoom
- Aug 15 — Rope Walk
- Sep 19 — Road trip
- Oct 17 — Soldering
- Nov 21 — Open
- Dec 19 — Open

Events & Dates to Note:

2020

Toledo Antique & Classic Boat Show
 Promenade Dock, Maumee River, Toledo, OH
Aug 22-23, 2020

2021

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

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

66th "Weak Signals" R/C Model Show
 Seagate Convention Ctr.
 401 Jefferson Ave. Toledo, OH
April 02-04, 2020

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

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

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

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

July 31, 2020

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 18, 2021

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THE NAUTICAL RESEARCH GUILD
 "ADVANCING SHIP MODELING THROUGH RESEARCH"

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

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





For more information contact us at: www.thenrg.org or call 585 968 8111

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Wooden Steamers

1849

Alabama: In 1849, at Detroit, MI, William Gooding built for Marshall Burton and investors from Sandusky, OH a wooden sidewheel steamer with measures: 234.5' x 29.2' x 12.0' and a rated tonnage (Old Style) of 799 45/95. She was equipped with two high pressure, non-condensing engines, each having a 26" bore and 84" stroke and able to generate 350 horsepower, built by the Detroit Hydraulic Work, G. W. Johnson. She was also equipped with a firebox boiler 7' x 7'. The *Alabama* was built for the passenger trade connecting with the Sandusky City and Buffalo Railroad. Her master for the 1849 season was Captain A. D. Perkins with Thomas Smith as first engineer.

Her ownership was changed, August 16, 1849, to the Cuyahoga Furnace Co. during a marshal's sale in Buffalo, NY. In December of that year, the *Alabama*, was laid up at Cleveland, OH, where she received new boilers during the winter. April 06, 1850, she was enrolled at Cleveland, OH and listed as owned by E. T. Sterling, Cleveland, OH.

Her master for the 1851 season was Captain Peace. Bound up, June 1851, the *Alabama* came in collision, during dense fog off Barcelona, NY between Erie, PA and Dunkirk, NY, Lake Erie, with the sidewheel steamer *Superior* (US-built 1845). The *Alabama* struck the *Superior* just back of the starboard wheelhouse, and stripped her clean from her wheelhouse to the stern. The *Superior* lost some of her freight. Damage to the *Superior* was set about \$2,000 with the *Alabama*, little hurt.

May 1852, the *Alabama*, collided with the sidewheel steamer *Columbia* (US-1848) between Erie, PA and Dunkirk, NY, Lake Erie. She struck the *Columbia* just back of the starboard wheelhouse, and stripped her clean from her wheelhouse to the stern. Property loss set at \$400.

Prior to the start of the 1853 season, the steamer *Alabama* was chartered by Messrs. Forsyth & Camp and placed on the Cleveland and Toledo, OH run.

Her ownership was changed, at auction to Messrs. Wetherell, Moses et al., Sandusky, OH, for \$15,500. She was placed on the Sandusky, OH to Buffalo, NY run in August 1853. Her master for the 1854 season was Captain Titus.

Scheduled, in August 1854, for general repairs in drydock at Huron, OH preparatory to the fall business, the *Alabama* left Buffalo, NY without cargo. Shortly after leaving port, she was found to be

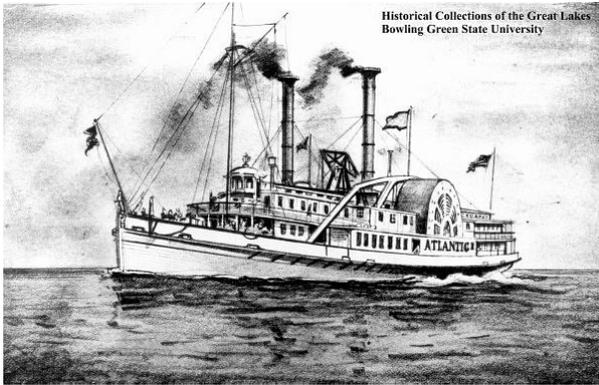
leaking badly and sank in the channel, about a mile and a half from the light-house pier, in about thirty feet of water. Originally intended to be dry-docked at Buffalo, the proprietors of the yard were unwilling to take her into the dock, fearing the repairs would require longer time to complete. It was determined that her frames were rotten.

Burton, Hall and Russell, Sandusky purchased her and salvage work was performed by I. Coffin, Buffalo, NY who recovered her engine, boilers and other articles after she was declared a total loss. Without insurance, she was knocked down to open the channel for other commerce.

Allegheny: Luther Moses, at Cleveland OH, in 1849, built a wooden propeller for Wick & David Morgan, Jr and Luther Moses, both of Cleveland, OH; Jennet & Miner, Sandusky; and Captain Spencer. She had measures: 177.1' x 25.0' x 10.1' and a tonnage (old style) of 468 2/95. She was equipped with a simple engine, 24; bore x 42" stroke, built by Cuyahoga Steam Boiler Co. The *Allegheny* was built for the passenger trade connecting with the Sandusky City and Buffalo Railroad Line. Her master for the 1849 season was Captain Spencer.

August 1850, during the night, the *Allegheny* collided with the sidewheel steamer *Lexington* near Conneaut, OH, Lake Erie. The *Lexington* sank within the Conneaut harbor. Damage loss to the *Lexington* was \$1,500. Early in the 1851 season, bound down on Lake Huron the *Allegheny* was struck by the up bound propeller *Ohio*, inflicting damage to both vessels

Ownership of the *Allegheny* was changed to James C. Evans in June 1853 and enrolled at Buffalo, NY. The following year in April, ownership of the *Allegheny* was changed American Transportation Co., Buffalo, NY. In October 1855, up bound from Buffalo, NY for Milwaukee, WI with a heavy cargo of freight and merchandise, the *Allegheny*, sought shelter from the gale on Lake Michigan, anchoring in Milwaukee Harbor near the lee of North Point. With the heavy seas running, she lost her smoke pipe and dragged her anchor. Unable to get steam up, she went ashore and was gradually pounded to pieces by the waves. Loss was reported at \$75,000. No lives were lost. Her engine was salvaged and placed into the propeller *Alleghany* (US379).



Atlantic: In 1849 a wooden sidewheel steamer was built by Jacob Wolverton, Newport (Marine City), MI for Captain Eber B. Ward, Detroit, MI. At her enrollment at Detroit in May 1849, her measures were recorded as: 265.58' x 33.0' x 14.5' and 1155 GRT. She was equipped with a low pressure, vertical beam engine with a 60" bore X 132" stroke. The engine was built by Hogg & Delamater, New York, NY and her sidewheel was 32-foot radial. The *Atlantic* was built for the passenger, package freight trade on Lake Erie. Her master for the 1849 season was Captain Stephen Clement with Walter Cameron as engineer.

E. B. Ward operated the *Atlantic* for the Michigan Central RR, making connections between the New York Central RR at Buffalo, NY and the Michigan Central RR, Detroit, MI. The steamer held the record for time in transit between Buffalo, NY and Detroit, MI. of 16.5 hours. In April 1850, the steamer *Atlantic* went aground at Point Au Pelee, Lake Erie.

Her masters in 1851 was Captain McBride and in 1852 Captain Petty. In August 1852, the *Atlantic*, with over 600 immigrants as passengers, tried to cross the bow of the *Ogdensburg*, and she was rammed by the *Ogdensburg* just forward of her larboard wheel-house. The *Atlantic* continued going until the water, raising in her hull, put out the fires under her boilers. The *Ogdensburg* turned back and was able to rescue 250 passengers. The *Atlantic* sank in the Canadian waters of Long Point, Ont., Lake Erie. Approximately 130 passengers were lost.

Henry Clay: Ruggles & Shupe, Milan, OH, built a wooden propeller for Captain Aaron Root & Solomon Ruggles; et al. in 1849 that had measures: 107.5. x 22.6' x 9.9' and a tonnage (old style) of 221.82. Her engine was built by Cuyahoga Manufactory, Cleveland, OH. The *Henry Clay* was built for the package freight trade, running between Milan, OH and Buffalo, NY. The propeller was launched as the *Erie*, April 14, 1849 but her name was changed to *Henry Clay* while at Cleveland, OH receiving her

engine. The name change was documented May 20, 1849. During the 1850-51 winter layup at Black River, OH, she was lengthened and rebuilt. Her measures changed to: 134.33' x 22.63' x 11', 316.24 Tons (Old Style). Her master for the 1851 season was Captain George Callard with Edward Phillips as first engineer. In October 1851, while down bound, from Cleveland, OH for Ogdensburg, NY, laden with 2,650 barrels of flour and 5,000 lbs. of wool, and one passenger she stopped to replenish her wood supply at Malden. The *Henry Clay* was struck by a heavy gale, broached and sank south of Long Point, Ont., Lake Erie in ten feet of water. All were lost but one of the crew.

Hibernia: At St. Catharines, Ont., near the mouth of the Niagara River on Lake Ontario, Louis Shickluna built for Robert Harris and John Young, both of Hamilton, Ont., a wooden propeller with measures of: 133.58' x 23.1' x 8.75' and a tonnage (old style) of 247. She was enrolled at Hamilton, Ont. and her engine were listed as two with 20" bore x 20" stroke, the builder unknown. She was built for the package freight trade between Montreal, Que. and the Upper Lakes.

June 1850, her ownership was changed to Hooker & Holton's Through Line, Prescott, Ont. and her enrollment transferred to Montreal. In October 1850, the propeller *Hibernia* went aground at Beauharnois, Que on the St. Lawrence River. Her master for the 1851 season was Captain Pollock. November 1853, the *Hibernia* sank at Cornwall, Ont. on the St. Lawrence River. Her cargo was damaged. She was raised and repaired.

Ownership of the propeller *Hibernia* was changed to Hooker & Jacques in 1854 and her master for that season were Captain McGrath and Captain Moat.

In 1855, her ownership was changed to Hooker & Pridham. In April of that year the *Hibernia* went ashore at Port Dalhousie, Ont., Lake Ontario. Her cargo was lightered to release her and she sustained a property loss of \$500.

July 1856 her ownership was listed as Alfred Hooker. Her master for the 1856-57 season was Captain Kilpatrick. The propeller *Hibernia* was laid up for the 1859 season due to the depression of 1857. Prior to the 1860 season, the *Hibernia* was renamed *Gore* and issued a registration number of C33456. She would operate between Toronto, Ont. and Oswego, NY for the 1860 season and her master was Captain Nilligan with Henry Odette as chief engineer. In 1861, she was dismantled and rebuilt as a barge with a name change when registered to *Trafalgar*. Her final disposition is unknown.

Note: The *Hibernia* is listed as a propeller and stern paddle steamer. Mills List, and the first registration in the Canadian Ship Register and all news articles through 1856 list the *Hibernia* as a propeller. The first registration with an official number (C33456) and the Ship Information Database, list *Hibernia* as steam powered with paddle wheels. The 1854 "Register of British Shipping, Inland Waters" identifies *Hibernia* as a propeller. The Globe's "1857 List of Canadian Vessels" shows *Hibernia* as a propeller.

Illinois: In 1849, Bidwell & Banta, Buffalo, NY, built a wooden, propeller for Captain William Dickinson and Messrs. Seymour & Wells, Buffalo, NY. The *Illinois* had her measures listed in her first enrollment at Buffalo, NY as 182' x 27' 9" x 11" 4" and an (old style) tonnage of 533 55/95. Her engine was listed as a vertical direct-acting, high pressure with 26" bore x 42" stroke built by Buffalo Steam Engine Works, Buffalo, NY. She was built for the passenger (immigrant), package freight trade on a run between Buffalo, NY to Lake Michigan with a return load of lumber & grain products.

Her master for the 1849-55 season was Captain William Dickinson. Late in September 1849, the *Illinois*, laden with wheat, was driven ashore in the height of a gale while attempting to enter the harbor at Buffalo, NY. She was released. Almost 30 days later, while bound down from Milwaukee for Buffalo, NY, the propeller *Illinois*, laden with flour, broke some of her machinery near the South Manitou Island, Lake Michigan. After being repaired, in late November of the same year, while bound up, the propeller *Illinois* was caught in a gale on Lake Erie and had her smoke stack carried away and was compelled to anchor under the lee of North Point, PA, Lake Erie. The crew threw overboard \$1,500 worth of her cargo and sustained damage to the amount of \$500. While down bound late November 1851, the *Illinois*, laden with oats, barley and flour, went aground on Fox Island, Lake Michigan. Late in September 1854, while leaving Chicago, IL, the *Illinois*, laden with corn, was struck by the sidewheel steamer *Pacific* (U196161) three miles out on Lake Michigan. The propeller put about returning to port where she sank in 9 feet of water. Estimated damage loss set at \$3,000 – 4,000. June of the following year, the *Illinois* broke her shaft near South Manitou Island, Lake Michigan and had to lay there until a new shaft came up from Buffalo, NY. Late in October of the same year, bound up, the propeller *Illinois* struck a rock in the Detroit River and sank near Malden, Ont. She was raised and repaired.

May 1856, ownership of the propeller *Illinois* was changed to the Western Transportation Co.,

Tonawanda, NY. In July 1857, while bound down, the *Illinois*, laden with wheat, went ashore at Waukegan, IL, Lake Michigan. She was released and continued on her way. October of the following year the *Illinois* and the schooner *Roscoe* (US-1842) collided off Port Colbourne, Ont., Lake Erie. Both received some damage.

Master of the propeller *Illinois* for the 1859 season, was Captain John Fraser. In June of that year, while coming up the Detroit River, the *Illinois* ran hard aground on Fighting Island. She was lightered to free herself. May of 1862, while bound for the Welland Canal, the propeller *Illinois* collided with the schooner *International* (US-1854) off Long Point, Ont.

Prior to the start of the 1864 season, ownership of the propeller *Illinois* was changed to Detroit & Buffalo Transportation Co. Her enrollment was changed to reflect her readmeasured held in June 1865 to: 2 decks, 1 mast, 183.5' x 28.0' x 9.75', 667.12 grt. The *Illinois*, while bound down from Detroit, MI for Buffalo, NY, laden with 3,250 barrels of flour, 100 barrels of wheat, merchandise and passengers, was rammed and sunk by the package freighter *Dean Richmond* (U6102) off Point Pelee, Ont., Lake Erie, June 28, 1865. The *Illinois* went down in 2 ½ fathoms of water and quickly went to pieces. No lives lost.

Keystone State: Bidwell & Banta, Buffalo, NY, in 1849 built and launched for Charles M. Reed, Erie, PA, a wooden sidewheel steamer for the passenger, package freight trade. Her enrollment at Presque Isle, PA in 1849, showed the *Keystone State* with the measures: 288' x 35' x 14" and a tonnage (old style) 1460. She was equipped with a vertical beam engine with 65" bore x 120" stroke, rated at 500 horsepower. She ran from Buffalo, NY to Chicago, IL. Her master for the 1849 season was Captain Thomas Richards with Mr. Thompson as first engineer. In October of that year, the *Keystone State* was damaged during a gale on Lake Michigan. She made port safely for repairs.

Captain William P. Stone took command of the sidewheel steamer for the 1850-52 seasons. June of 1850 the steamer *Keystone State* collided with the scow schooner *Comfort Ann* (US-1847) off Rocky River, OH, Lake Erie.

Captain Thomas Richards took command of the steamer *Keystone State* for the 1853 season with Mr. Lyon's as chief engineer. While in the lower Detroit River late in October of that year, the *Keystone State* boiler exploded. She was towed to Detroit for repairs. While down bound in December of

1854, the sidewheel steamer *Keystone State* arrived at Buffalo, NY, leaking badly. She went into dry dock for repairs. Loss was set at \$3,000. In November of 1855, the steamer *Keystone State* lost an anchor, the attached chain and a quarter boat of Erie, PA. Loss was set at \$300. In September 1856, bound from Chicago, IL for Collingwood, Ont., the steamer *Keystone State* sprang a leak during a gale on Lake Michigan, damaging her cargo.

Due to the poor business climate, the steamer *Keystone State* was laid up from 1856 to 1860.

In 1861, as the business climate improved, ownership of the steamer *Keystone State* was changed to G. Ritter et al, Buffalo, NY. Her master for the 1861 season was Captain William Traverse. October of that year, the *Keystone State* stranded in Saginaw Bay, Lake Huron. The following month, while bound up from Detroit, MI for Milwaukee, WI, with passengers and freight, the steamer *Keystone State* foundered during a storm off Port Austin, MI, Lake Huron. 33 lives were lost.

Marion: Captain Reed built a wooden sidewheel steamer for the package freight trade and towing between Dickinson's Landing (Ingleside, Ont.) and Brockville, Ont. on the St. Lawrence River. The vessel was built on Garden Island at the western end of the St. Lawrence River for M. W. Browne, Hamilton, Ont. She had measures of 138' x 20' and a tonnage (old style) of 206. Her engine is unknown. She ran between Buffalo, NY and Port Stanley, Ont during the 1850 season. Her master for the 1852 season was Captain Butterworth.

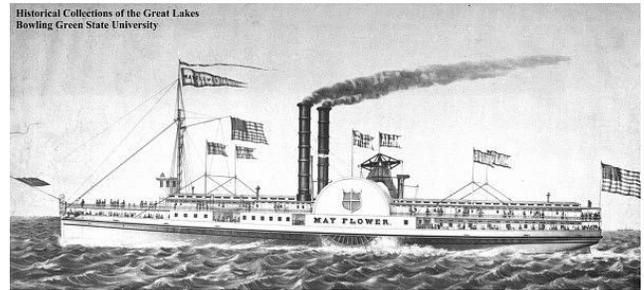
Ownership of the sidewheel steamer *Marion* was changed to E. Hooker & Co. in 1854 and she was renamed to the *John Gratshore*. Her master for the 1854 season was Captain Reid. May 1854, while transiting the Cornwall Canal around the Long Sault, the steamer *John Gratshore* struck one of the gates of the canal disrupting navigation.

Ownership of the steamer *John Gratshore* was transferred to Hooker, Pridham & Co. who changed her name to *Prescott* in 1856. Her master for the 1856 season was Captain Usibb.

Her ownership was changed to M. K. Dickinson, Ottawa. (Between 1856 & 1861) and she ran as a river tug. The steamer *Prescott* was rebuilt in 1861 and her wheels were "pollywog'ed". December 1863, while bound up to the Lachine Canal to lie up for the winter, the steamer *Prescott* broke her wheels trying to break through the ice.

In 1866, the steamer *Prescott* ran excursions and in 1867, she ran as a ferry between Prescott,

Ont. and Ogdensburg, NY across the St. Lawrence River. In 1870, the enrollment for the sidewheel steamer *Prescott* was surrendered and endorsed as "broken up".



May Flower: Built in Detroit, MI for the passenger, package freight trade between Buffalo, NY and Detroit, MI by J. Lupton of Detroit. The *May Flower* was a wooden sidewheel steamer with measures of; 283' 2" x 35' 7 1/2" x 13' 9 1/2" with a rated tonnage (old style) of 1354 29/95. She was equipped with a vertical beam engine, 72" bore X 134" stroke, built by Hogg & Delamater, New York, NY who also built the return flow boilers. Her original owner was Michigan Central Railroad, Detroit, MI and she was first enrolled at Detroit, May 26, 1849. Her master was Captain Van Allen for the 1849 – 51 seasons with Stephen Newhall as engineer.

June of her first year, the steamer *May Flower* broke her machinery on Lake Erie. Early in the 1851 season, the steamer *May Flower* collided with the brig *Powhattan* (US19767) at Buffalo, NY. In December of that year, bound up for Detroit, MI from Buffalo, NY the steamer *May Flower* ran into a severe gale, she parted her rudder chains and was forced to ride with the storm southeast. She struck rocks about five miles below Conneaut, OH and quickly sank in shallow water. No lives lost. The *May Flower* was salvaged in the spring of 1852 and spent the rest of that season being repaired. She returned to the Buffalo, NY to Detroit, MI run in the spring of 1853.

The master of the steamer *May Flower* for the 1854 season was Captain Hanson. November 20th of that year, the *May Flower*, laden with general merchandise and passengers struck a reef, in dense fog, on west side of Point Pelee, Lake Erie. The steamer was declared a total loss. There were no lives lost. Ownership of the wreck has changed to Captain E.B. Ward, who had her engines, panel work, iron work, and as much of the frame and upper works as possible removed in 1855.

Niagara: Calkins & Co., Ohio City, OH with Roderick Calkins as master carpenter, built a wooden propeller for Ansel R Cobb et al, Buffalo, OH. Her first

enrollment at Buffalo, NY, showed she was 173' 4" x 24' 4" x 11' 1" and a tonnage (old style) of 450 59/95. Her engine was built by Reese & Co., Cleveland, OH and had a 22" bore x 42" stroke. She was built for the passenger, package freight trade, and her master for the 1849 season was Captain J. H. Hagardon. September 1851, the propeller *Niagara* and the schooner *Traveller* collided on Lake Erie. Both vessels received damage.

Ownership of the propeller *Niagara* was changed to the American Transportation Co., Buffalo, NY; Rufus C. Palmer, president in September 1855. In October of that year the *Niagara* collided with a schooner off Point Albino, Ont., Lake Erie.

June 1860, ownership of the *Niagara* was changed to Henry Martin et al, Buffalo, NY. In September of that year, the *Niagara* broke her shaft on Lake Michigan. She was towed to Detroit, MI for repairs.

March 1862, her ownership was changed to the Great Western Railway, J. Galt, Goderich, Ont. and enrolled Canadian as *Niagara*, C33559, 173' x 24' x 10', 677 tons. In May of 1862, the *Niagara* was seized by the Collector of Revenue, Buffalo, NY for violation of revenue laws.

In 1863 her ownership was changed to the Van Every, Goderich, Ont. May of that year the *Niagara* was chartered by the Buffalo, Milwaukee & Lake Huron Railroad Line. August 1865 the *Niagara* was damaged by a swing bridge on the Chicago River, Chicago, IL. Repaired.

Early in 1866 her ownership was changed to the J. V. Deltor & Son. August of 1866, ownership of the propeller *Niagara* was changed to the John H. Moore, Buffalo, NY who enrolled her US as *Niagara* with 2 decks, 171' x 24.6' x 9.55'; 483.25 grt and she was given the official number 52161. August 31 of 1866, her ownership was changed to W. L. Kellogg, Detroit, MI and H. W. Gooding, Chicago, IL. The *Niagara* broke her machinery near Malden, Ont. and had to be towed to Detroit, MI for repairs. May 1867 the propeller *Niagara* was converted to the barge *Niagara* and enrollment changed to: 1 deck, 174 x 24.6' x 10.4'; 295.74 grt.

Ownership of the barge *Niagara* was 'changed in August 1867 to E. B. Denison et al, Bay City, MI. In September of the following year her ownership was changed to Paul Mariatt, Bay City, MI. November 1869, caught in a November gale on Lake Huron, the barge *Niagara*, broke her tow and went ashore near Alabaster, MI. She was declared a total loss.

Peninsula: A wooden propeller was built by J. P. Arnold at Vickers Landing, Marysville, MI early in

1849. At her first enrollment at Detroit, MI, June 28, 1849, she was listed with measures: 154' 7" x 22' x 10' 5" and a tonnage (Old style) of 354 75/95. She was owned by John T. Hunt & Henry M. Roby, Detroit, MI. She was built for the passenger, package freight trade and ran Detroit, MI to Buffalo, NY. Her master for the 1849 season was Captain Treatenborough. During a gale on Lake Erie in October, the *Peninsula* went ashore at Rondeau, Ont, Lake Erie. She was released and towed to Cleveland, OH.

Her ownership was changed to Eber B. & Sam Ward, Newport, MI & Sheldon McKnight, Detroit, MI. in May 1852. Her master for the 1852 season was Captain Jones. August of that year the *Peninsula* collided with the schooner *Niagara* (US-1840), sustaining property loss of \$300.

Ownership of the propeller *Peninsula* was transferred to Sheldon McKnight, Detroit, MI in April 1853. September of that year the *Peninsula* dragged her anchor during a storm and went on the piers at Ontonagon, MI, Lake Superior. She sustained property loss of \$1,000. November of 1854, while anchored at Eagle River, MI, Lake Superior, during the storms of November, the *Peninsula*, was laden with general merchandise and 2,000 kegs of blasting powder, her captain fearing the vessel would be lost hove up her anchor and ran her onto the shore. The sea burst upon the beached vessel and broke over her until she became a total loss. No lives lost.

Spaulding, M. B.: The Jones, Bagnell & Co. of Buffalo, NY built a wooden propeller for James C. Evans et al, of Buffalo, under the direction of master carpenter Frederick N. Jones. She had measures of: 152' 4" x 25' 2" x 11' 6 1/2" and a rated tonnage (old style) of 419 56/95. She was powered by an engine built by the Buffalo Steam Engine Works. She was first enrolled at Buffalo on April 25, 1849 and was intended for the passenger, package freight trade, and to run in connection with the Western Transportation Company. Her master for the 1849 season was Captain A. Spraque.

August 1850, bound down from Detroit, MI, the *M. B. Spaulding*, laden with 4,000 barrels of flour, while entering Erie, PA, went ashore outside the piers and sank. October of the following year, caught in a gale on Lake Erie, the *M. B. Spaulding* while off Grand River Point, Ont. lost a passenger who fell overboard. June of 1852, caught in a gale while off Ashtabula, OH, she was badly damaged and render unmanageable when her rudder chains and steam-pipe were carried away. Some of her deck load was lost overboard. Repaired. While under contract to the Michigan Southern Railroad to transport cattle and

grain to Buffalo, NY, the *M. B. Spaulding*, while loading the cattle in October 1852, capsized and sank in the Maumee River when too many of the cattle got to one side rolling the vessel over. 40 head of cattle drowned and the property loss was set at \$7,900. She was raised and repaired.

In May 1855, the ownership of the propeller *M. B. Spaulding* was changed to the American Transportation Company, Buffalo, NY. October of that year, the *M. B. Spaulding* and the schooner *Josephine* (US-1837) collided in the mouth of Buffalo harbor. The schooner damage was set at \$250. There was no damage to the propeller. October 1856, while lying at the company dock in Erie Basin, Buffalo, NY, the *M. B. Spaulding* caught fire and burned to the water's edge and sank. She had been prepared to leave harbor and had 150 tons of merchandise loaded destined for Detroit, MI. All was lost. The remains of the *M. B. Spaulding* were raised and rebuilt by Hitchcock Shipyard, Buffalo, NY and enrolled new, September 1857 with description and measures: plain head, round stern, 152' x 25.16' x 10.33'; 383 84/95 tons (old style). Laden with flour, pork and broom corn, the propeller *M. B. Spaulding*, when entering Buffalo harbor October 31, 1858, burst her cylinder head and started to drift. She was taken in tow by the tug *Underwriter* (US-1853) and towed into port.

July 1859, ownership of the *M. B. Spaulding* was changed to James C. Evans, Buffalo, NY. November of that year, while bound down from Detroit, for Buffalo, the *M. B. Spaulding*, laden with flour, wheat and general produce, broke her machinery off Long Point, Ont., Lake Erie and drifted for two days before the tug *Relief* took her in tow and towed her to Buffalo, NY.

April 1860, ownership of the *M. B. Spaulding* was changed to Smith, Kelly & Company, Forestville, MI. Her master for the 1860 season was Captain Lathrop. May of that year while bound down, laden with lumber, the *M. B. Spaulding*, went ashore on the head of an island off Algonac, MI in the St. Clair River. She required 50,000 feet of her lumber cargo to be lightered before being released. The following month while loading lumber at Forester, MI, she caught fire, burned to the waterline and sank. The cause of the fire was believed to be incendiary.

July of 1860, the hulk of the *M. B. Spaulding* was sold at auction to M. B. Kean, Algonac, MI for \$600. He had her rebuilt as a schooner-barge by D. Lester at Marine City, MI and she was enrolled October 09, 1863 at Detroit, MI: (US16237) 140.2' x 26.4' x 13.4'; 386.87 grt. Three day later, the schooner-barge *M. B. Spaulding* went aground in the Detroit River and had to lighter off some 4,000 bushels of grain to be released. After being released,

her cargo was reloaded and she proceeded on her destination of Buffalo, NY.

Ownership of the schooner-barge *M. B. Spaulding* was changed in 1864 to Thomas Richardson, Buffalo, NY. October 1865, down bound, the *M. B. Spaulding*, laden with grain and running before a storm on Lake Erie, lost her main sail and then struck a reef causing her to spring a leak in the vicinity of Point Au Pelee, Ont. She also lost her big anchor and 45 fathoms (270 feet) of chain.

In 1866, ownership of the schooner-barge *M. B. Spaulding* was changed to Griffin & McDonald, Buffalo, NY. June of that year, the schooner-barge *M. B. Spaulding* sprang a leak and split sails on Lake Erie. Property loss set at \$1,000. November of the same year, laden with grain, she struck a rock while passing down the Niagara River, causing her to spring a leak which damaged part of her cargo. May 1869, the schooner-barge, laden with corn, collided with the bark *Lottie Wolf* (U14807) in Saginaw Bay and sank. The schooner's cargo, a total loss, was set at \$6,000.

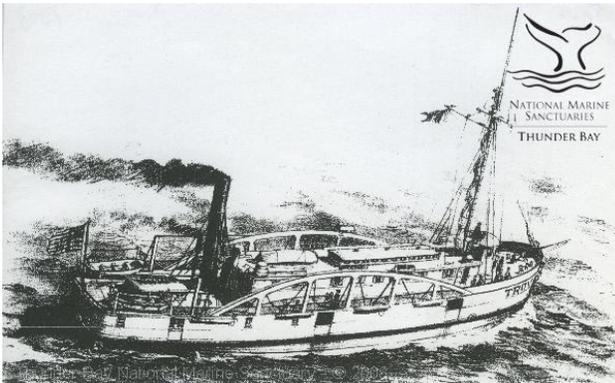
In 1871, her ownership was changed to Kane, Detroit, MI. In 1873, she was converted into a barge. September 1879, while up bound in tow of the Canadian tug *Mayflower* (C72587) with three other barges, when they were hit by a gale near Port Burwell, Ont., Lake Erie that broke up the tow and the barge *M. B. Spaulding* foundered in 12 feet of water. No lives lost. She was declared a total loss, and the wreck went to pieces during the following summer.

Telegraph: Jason W. Abbott of Trenton, MI built for himself a wooden sidewheel steamer with measures of: 130' 2" x 18' 1" x 8' and a tonnage (old style) of 181 69/95. She was equipped with a low-pressure engine and first enrolled at Detroit, MI June 2, 1849. Abbott planned to use her in the passenger, package freight trade between Detroit, Port Huron, MI and Sarnia, Ont. on the St. Clair River and Lake St. Clair. As builder and owner, he also became her captain for the 1849-51 seasons with Joe Presley for the 1849-50 season and Frank D. Lang for the 1851 season as engineer. During the 1850 season the *Telegraph* ran a route between Detroit & Monroe, MI connecting with the Buffalo and Rochester Railroad Line.

August 1851, ownership of the steamer *Telegraph* was changed to Captain Eber Ward et al, Detroit, MI. She ran between Chicago, IL and Milwaukee, WI. Her master for the 1852 season was Captain Burr.

May 1853, ownership of the *Telegraph* was purchased by Captain Richard Barrow, Cleveland, OH for \$8,000. Captain Burrow was master of the steamer *Telegraph* for the 1853 – 58 seasons. The

steamer *Telegraph* ran a regular schedule of Cleveland, Ohio to Port Stanley & Port Burwell, Ont. from 1853 through August 1858. In that month, while bound for Port Burwell, Ont. in a violent rain storm, the steamer *Telegraph* was struck by the up bound, Buffalo to Toledo, schooner *Marquette* (US-1853). The steamer sank, 40 miles out of Cleveland, OH on Lake Erie. Her passengers were rescued by the *Marquette*. No lives lost.



Troy: Built by Lafrinier & Stevenson, Cleveland, OH, the *Troy* was a wooden propeller designed for the passenger, package freight trade. She was enrolled at Cleveland, OH, April 02, 1849 and had measures of: 163' x 21' 1 1/2" x 10' 2" with a tonnage (old style) of 340 4/95. She was powered by a direct acting engine built by Cuyahoga Boiler works, Cleveland, OH. Her original owners were L. Parmalee et al, Cleveland, OH. Her master for the 1849 – 51 seasons was Captain David Porter Dobbins. April 1849, the schooner *Ariel* laden with 10,000 bushels of wheat sprang a leak and stranded outside of Chicago, IL, where she was struck by the propeller *Troy*, causing the *Ariel* to fill and sink.

Ownership of the propeller *Troy* was changed to David P. Dobbins et al, Erie, PA. in February 1850. In March of the following year the *Troy* caught fire and burned to the water's edge at Erie, PA. She was rebuilt and resumed her route. In September she collided with and sank the Canadian schooner *Almeda* (C-1844) off Erie, PA, Lake Erie. August 1852 the *Troy*, laden with grain, went aground on the beach at Windmill Point, Ont, Lake Erie. The following month the *Troy* collided with the propeller *Illinois* (US-1849). Both vessels damaged.

Her ownership was changed to George B. Walbridge & Co., Buffalo, NY in early 1853. In July of that year, the *Troy*, towing a lumber raft, lost her rudder off Gravelly Bay, Ont., Lake Erie. She was towed into Buffalo, NY for repairs.

The propeller *Troy's* ownership was changed in 1854 to Cutler & Warts, Grand Haven, MI. Her master for the 1854-56 seasons was Captain Warren.

In September of 1854, bound from Chicago for Grand Haven, MI, the propeller *Troy* burst her boiler off Chicago, IL, Lake Michigan. One life was lost. In October 1855, she went aground on Belle Isle "Flats", Detroit River. Released. June 1856, while lying at her dock at Detroit, MI, the propeller *Troy*, was struck by an old scow, breaking her upper works. Repaired. August 1856, the *Troy* went ashore Bois Blanc Island, MI, Lake Huron during a gale. She was lightered to be released and then towed to Chicago for repairs. April 1858, laden with wheat, she went ashore on Round Island, MI, in the Straits of Mackinac. Released. November of the same year the *Troy* went ashore on Goose (Grosse) Island, MI, Detroit River. She lost her wheel (propeller) when she was released.

For the 1859 season her master was Captain Byron. October 24, 1859, bound down from Chicago, IL to Port Colbourne, Ont, laden with wheat, the *Troy*, foundered during a gale, ten miles south of Point au Barques, MI and 8 miles from land on Lake Huron. She was declared a total loss with twenty-three to twenty-six lives lost.

Some Notes:

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

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

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

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

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

where: *Length* is the length, in feet, from the stem to the sternpost; *Beam* is the maximum beam, in feet.

The Builder's Old Measurement formula remained in effect until the advent of steam propulsion. Steamships required a different method of estimating tonnage, because the ratio of length to beam was larger and a significant volume of internal space was used for boilers and machinery.

In 1849, the Moorsom System was created in Great Britain. The Moorsom system calculates the tonnage or cargo capacity of sailing ships as a basis for assessing harbour and other vessel fees.

Up to 1848, most freight was shipped, on steamers or propellers, as package freight. This meant that coal, grain, apples, and produce had been placed in a container or sack and carried aboard on the back of a laborer. Bulk freight in the form of lumber would have been loaded on barges and schooners and towed by a steam driven ship. In 1848, Joseph Arnold built at Port Huron, MI, a the steambarge *Petrel* (found in the third section) for the bulk freight trade answering a need to move bulk coal to the northern communities and iron ore, lumber, and grain south to the growing cities in the East.

By 1848, some ships built in that year, continued to operate beyond the "War of Rebellion" and may be listed with two different tonnage ratings. Most ships built on the Great Lakes were rated as Tonnage (Old Style). This dates back to the 1600's and comes to the U.S. from our cousins.

Tonnage (Old Style): The British took the length measurement from the outside of the stem to the outside of the sternpost; the Americans measured from inside the posts. The British measured breadth from outside the planks, whereas the American measured the breadth from inside the planks. Lastly, the British divided by 94, whereas the Americans divided by 95. The upshot was that American calculations gave a lower number than the British. For instance, when the British measured the captured *USS President* (a three-masted heavy frigate), their calculations gave her a burthen of $1533\frac{7}{94}$ tons, whereas the American calculations gave the burthen as 1444 tons. The British measure yields values about 6% greater than the American. The US system was in use from 1789 until 1864, when a modified version of the Moorsom System was adopted (see below).

Unit Ton - The unit of measure often used in specifying the size of a ship. There are three completely unrelated definitions for the word. One of them refers to weight, while the others refer to volume.

Measurement Ton (M/T) or Ship Ton Calculated as 40 cubic feet of cargo space. Example, a vessel having capacity of 10,000 M/T has a bale cubic of 400,000 cubic ft.

Register Ton - A measurement of cargo carrying capacity in cubic feet. One register ton is equivalent to 100 cubic feet of cargo space.

Weight Ton (W/T) - Calculated as a long ton (2,240 pounds)

In 1849, a Royal Commission was formed in England with the secretary of the commission as George Moorsom, and the resulting tonnage admeasurement system was called the "Moorsom System". The idea of this system is that the fees charged to vessels should be directly proportional to their potential earning capacity, i.e. the space occupied by passengers or cargo. A vessel is measured at a series of sections throughout its length, the transverse area determined at each section, and the areas integrated to determine the volume. The total internal volume was then divided by 100 to determine the vessel's "tonnage", since at that time, 100 cubic feet was determined to be the appropriate factor so that vessels would maintain approximately equal tonnages under the new and old regulations. There were two tonnages determined under the Moorsom System: "gross" and "net" tonnage. Gross tonnage reflected the entire measured volume of the vessel less certain "exempted" spaces, initially spaces used only for the crew or for navigation of the vessel, and spaces in the superstructure not used for cargo. Net tonnage was equal to gross tonnage less a deduction for the machinery space, reflecting the earning capability of the vessel.

A measurement of the cargo-carrying capacity of merchant vessels depends not on weight, but on the volume available for carrying cargo. The basic units of measure are the *Register Ton*, equivalent to 100 cubic feet, and the *Measurement Ton*, equivalent to 40 cubic feet. The calculation of tonnage is complicated by many technical factors.

The current system of measurement for ships includes:

Gross Tons (GRT) - The entire internal cubic capacity of the ship expressed in tons of 100 cubic feet to the ton, except certain spaces which are exempted such as: peak and other tanks for water ballast, open forecandle bridge and poop, access of hatchways, certain light and air spaces, domes of skylights, condenser, anchor gear, steering gear, wheel house, galley and cabin for passengers.

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

P.Q.: Province of Quebec

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

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

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

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

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

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