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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
 March 2020

Next Meeting: April 18, 2020
"Lofting/Reading Plans" – B. Nyberg

Table of Contents

March Meeting	1
Business	1
Road Trip.....	1
2020 Presentation Planning.....	1
Ships on Deck:.....	2
<i>Soliel Royal</i>	2
<i>Queen Anne Barge</i>	2
<i>Mary Powell</i>	2
<i>Niagara – Display Case</i>	2
<i>Armed Virginia Sloop, 1768</i>	3
<i>Typhoon</i>	4
<i>U.S.S. Michigan</i>	4
Odds and Ends	4
<i>Newsletter "Tips"</i>	4
<i>Waxing Rigging Cordage</i>	4
<i>Scratch Building Response</i>	4
<i>Nautical Terms</i>	4
<i>Midwestern Model Ships & Boat Contest</i>	5
<i>2020 NRG Conference</i>	5
Other Notes: "Stuff" - Tugs & Things	5
<i>Mayflower Sails</i>	5
<i>Demise – Great Lakes Shipping</i>	5
<i>Tugs</i>	6
David McAllister.....	6
Barney Turecamo.....	6
Presentation Schedule:	7
Events & Dates to Note:	7
Wooden Steamers	8
1847.....	8
<i>Some Notes</i>	17

March Meeting

Due to the COVID-19 virus, our March 2020 scheduled meeting had to be canceled when the Westerville Public Library canceled all meetings through Sunday, April 5th.

The 66th "Weak Signals" R/C Model Show, held in Toledo, April 3-5 has been canceled. The 31st North American Model Engineering Expo, held at Wyandotte, MI, April 18 & 19th has also been canceled.

I urge all of you to take care of yourself and your families, those seniors who live close to you who may need errands run or someone to just call them, and use your time to get back in the shop building. Just think, you get to spend 8 hours a day/seven days a week working on your ship model without an excuse not to.

Our scheduled presentation was postponed until the April meeting. It is scary out there, so be careful.

Business

Road Trip

The "Road Trip" committee has finalized their data gathering and is recommending that your first choice for the road trip, to be the "Museum of the Great Lakes" in Toledo, OH. Due to Covid-19 and the uncertainty, the meeting presentation schedule has been changed. See the next topic.

A big THANKS to Alan, Jerry and Lee for their work and to all of you that responded to their request for your opinions.

2020 Presentation Planning

With the March cancelation, Covid-19, and the NRG conference scheduled for October our presentation schedule has been changed. The one unknown we are dealing with is how long we will be restricted in meeting. Taking that fact into consideration, the April and May presentations will be covered by me. They are for April - "Lofting & Reading Plans" & May - "Bending Wood".

Mike Dowler will cover "Small Boat Making" in June; Bob Mains – Fairing a Hull/Cooper Plating" in July; Jerry Amato and myself "Rope walks" in August; The road trip to the "National Museum of the Great Lakes" is now scheduled for September. Mike Dowler and possibly myself will be attending the October NRG Conference in California, so Alan Phelps will be covering "Soldering". November will be a review of the NRG Conference" and I am leaving December open for now. We will have the revised schedule available at the April meeting.

I just checked my room reservation for May and we will be meeting the fourth Saturday (May 23rd) of the month in Classroom B.

Ships on Deck:

Soliel Royal

John Boeck

John wrote: "Haven't worked on the Soliel Royale since the restoration. But my grandson likes circus trains so....."



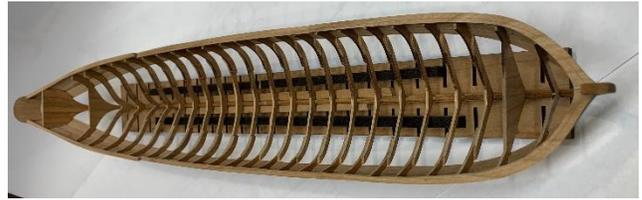
I put together an O Scale WJ ticket wagon as a flat car load. It's a wood kit with molded metal corners. The kit had gotten wet ruining the decals so I had to hand paint all the decorations. I'll get back to the ship after finishing a Tiger cage wagon I've started.



Queen Anne Barge

Mike Dowler

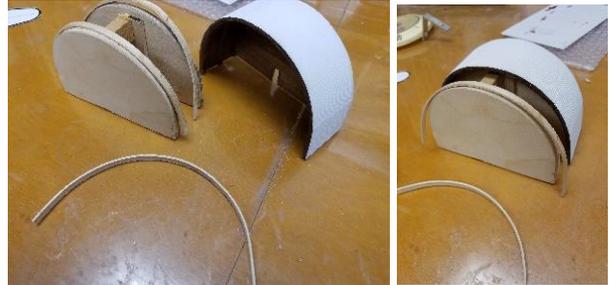
Mike wrote: The Queen Anne Barge from Syren Ship Model Co. I have been able to add the flying transom and then was able to release the frame centers. It no longer looks like a modern container ship would! Now after the cap rail was placed, I am working on thinning down the inner frames and inner cap rail. Very tedious work but am proceeding well. Started on the starboard side which you can see versus the port side in the overhead view. Soon I will be adding the internal arrangements (floor, footers, inner planking, thwarts etc.).



Mary Powell

Lee Kimmins

Lee wrote: Mounted engine to the hull, temporarily mounted covers and front deck walls to deck. All remaining window wall section for first deck level are being printed and will have them in about a week. Next step will be painting and placing wall sections in place, then work on the railing and next deck level.



Niagara – Display Case

Darrell Markijohn

I heard from Darrell, he is looking to enter his *Niagara* at the Midwest Model Boat & Ship Competition at Manitowoc, in the Great Lakes category. He has some small loose ends to finish: Decals – "Niagara" - A large one for the stern and two small ones for the bow. He had not figured out how best to get that done;



Nameplate –
attach to the base.

Need to

Base - I did the inlay. Bought the decorative wood strips at Keim Lumber. Cut a rabbit on the inside edge of the picture framing stock used to wrap around the base, then glued the strips in.



Applied three coats of finish on the base and table using a satin wipe on poly.

Finishing the ships boats - The kit calls for three. I have two done. One to do. Then have to rig the davits. I think I have this figured out, just need to get in the shop.

I might need some encouragement to go through with this, and if I may, might ask the club for some pre-show inspection/critiques that I might be able to correct so that I don't embarrass myself. Your collective experience would be greatly appreciated.

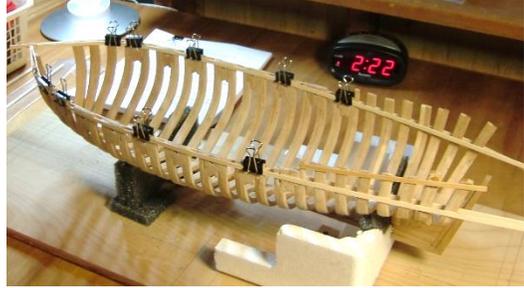


Armed Virginia Sloop, 1768

Bill Nyberg

March 22, 2020

Early in January I got a bit frustrated with my build, especially the carving and fitting the hawse frames in the bow, and then very busy so not to get in the shop. Having to clear my schedule due to COVID-19 which provide me with time on my hands, I took another look at my build after a 2-month pause. First, I had to stabilize the frames after releasing the hull from the jig. This required installing temporary battens the full length of the hull on both sides of the frame.



Once stabilized, work could begin on the hawse frames in the bow.



Above, the first frame is fitted and glued to the stem and with the next two providing the filler frames between the stem and the first full frame for planking.



The next step is to invert the hull and clean off the tabs where the frames meet the keel and to fair the forward frames for planking. As you can see in the photo above, the stern is open and only stabilized by the battens. After the bow frames are faired, then attention will focus on finishing the stern framing and fair the stern frames. Lots of sanding.

Typhoon

Alan Phelps



Here are two photos of my Typhoon in progress. With a unique tapered shape, three cockpits and dual windshields, the full-sized Typhoon speedboat was a real head turner when plying ocean or inland waters many decades ago. It looked fast even when tied up to the dock,

All of the underlayment planks are installed and faired. Mahogany planks applied to bottom and one side. Side planks are all spilled and chamfered. Each row takes about two hours to fit and cement.

Note that the seats are painted and installed before planking began. They wouldn't fit in otherwise. The wiring is for directional and front lights to be installed after finishing. Notice also the duck tail stern design. Very unique. Boat is 43 in. long stem to stern.



U.S.S. Michigan

Stan Ross

There was no update from Stan this month. He was admitted to OSU hospital for treatment. Get well soon Stan.

Odds and Ends

Newsletter "Tips"

Waxing Rigging Cordage

The following tip is from the March 2020 "Scuttlebutt" and was originally submitted by Erik Ronnberg on the "Ship Modelers Association Website" 40-years ago.

"One of the first lessons in rigging a ship model is to draw the cordage through a cake of beeswax to lay down the "fuzz", or loose surface fibers. But there's more to it than that; beeswax is a fine natural preservative which inhibits desiccation (drying) of the thread fibers, thus prolonging the life of the cordage and preserving its pliant qualities.

The problem with drawing thread through a hard beeswax cake is that the wax forms only a surface coating: the core of the thread remains

March 22, 2020

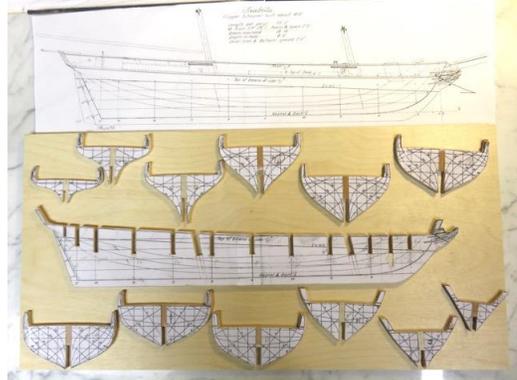
untreated, and worst of all, the lay of the thread is usually filled with wax so it is no longer easily seen and an important aspect of realism is lost.

The way out of this problem is to dissolve the beeswax in solvent such as turpentine or xylol, and then draw the thread through a wad of cotton soaked with the wax solution. A fresh cake of beeswax should be cut into small flakes, and placed in a small jar of solvent; as much wax should be added as will dissolve in a day or two. The solution should then be filtered by pouring it through cheese cloth. In addition to treating new thread as above, old rigging on models being cleaned or repaired can be waxed in situ by applying the solution with a brush. Servings, seizing's, and splices can be waxed and rewaxed in similar fashion".

Scratch Building Response

Charles Cozewith, responded to last month presentation article. Here it is:

"I hope your newsletter article on scratch building inspires others to give it a try since It opens up a new world of potential modeling subjects. As the article suggests, I can confirm that once you have built a few POB kits, the same methods can be readily applied to scratch building, something I have been doing for the last 25 years. To help illustrate the process of getting started I've attached a couple of photos from one of my projects should they be of interest to any of your members. Regards, Charlie"



Nautical Terms

Tabernacle: A large bracket attached firmly to the deck, to which the foot of the mast is fixed. It has two sides or cheeks and a bolt forming the pivot around which the mast is raised and lowered.

Tack: 1. A leg of the route of a sailing vessel, particularly in relation to *tacking* (q.v.) and to *starboard tack* and *port tack* (also q.v.). 2. Hard tack: q.v. 3. The front bottom corner of a sail.^[2]

Tacking: 1. Zig-zagging so as to sail directly towards the wind (and for some rigs also away from it). 2. *Going about* (q.v.).

Tackle: A pair of blocks through which is rove a rope to provide an advantageous purchase. Used for lifting heavy loads and to raise and trim sails.^[2]

Taffrail: A rail at the stern of the boat that covers the head of the counter timbers.

Tail: The loose end of a rope that has been secured to a winch or a cleat.^[2]

Taken aback: An inattentive helmsman might allow the dangerous situation to arise where the wind is blowing into the sails 'backwards', causing a sudden (and possibly dangerous) shift in the position of the sails.

Taking the wind out of his sails: To sail in a way that steals the wind from another ship.

Tall ship: A large, traditionally-rigged sailing vessel.

Tally: The operation of hauling aft the sheets, or drawing them in the direction of the ship's stern.

Tattle Tale: Light cord attached to a mooring line at two points a few inches apart with a slack section in between (resembling an inch-worm) to indicate when the line is stretching from the ship's rising with the tide. Obviously only used when moored to a fixed dock or pier and only on watches with a flood tide.

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. If interest, go to: <https://www.wisconsinmaritime.org/event/44th-annual-model-ships-boats-contest-display/> and download the registration form. Follow the directions.

Looks like we will be represented by Darrell Markijohn and his USS *Niagara*. Is there anyone else considering attending?

2020 NRG Conference

The 2020 Nautical Research Guild conference will be held in Oxnard, CA, October 15 – 17, 2020. The conference will be held in conjunction with the Channel Islands Maritime Museum located in the Channel Islands Harbor, about 50 miles north of Los Angeles.

Looks like Dr. Mike Dowler and myself will be attending the conference. Anyone else?

Other Notes: "Stuff" - Tugs & Things

Mayflower Sails

The full-sized replica *Mayflower II*, owned and operated by Plimoth (yes, that is the correct, old English spelling of Plymouth) Plantation in Massachusetts, was relaunched last September after three years on the hard at the Preservation Shipyard at Mystic Seaport.

This Spring, *Mayflower II* will return to Massachusetts, where the USS *Constitution* will escort her from Boston Harbor to the Charlestown Navy Yard for a six-day maritime festival. She will then return to her home at Plymouth.



For more information, go to www.mayflowersails2020.com.

Demise – Great Lakes Shipping

Interesting "letter to the editor" article in the Spring 2020 "Sea History" on the demise of Great Lakes shipping. The authors premise is that in the late 1800's, early 1900's ships and wagons transferred LCL (Less Than Container Load). Great Lakes bulk freighters carried the rails, stone and wood required to build the railroads. In the early 1900's, a partnership between railroads and the trucking industry to move the LCL, the Railroad

Express Agency (REA). The cost of moving LCL by combined truck/train operations was far less than the cost of moving goods by ship and ground transportation.

Fast forward to the 1960's, the trucking industries (Fed EX & UPS) deserted the railroads for the airlines industry. This change resulted in the overnight passenger train, just like REA/train partnership ended overnight Great lakes passenger ship service.

Tugs

David McAllister



This photo shows the tug running at speed. Tugboats need to be strong and stable, so they have deep, full-displacement hulls to carry plenty of horsepower and fuel. The shrinking freeboard in this photo is proof that she is going beyond hull speed, perhaps about 12 knots.

She was built in 1957 as a railroad tug, and chartered to the New York, New Haven and Hartford Railroad. The railroad was facing an economic crisis and could not pay for the charter so she was used in New York harbor for ship handling.

Her measures were 96.3' x 26.7' x 13.1' and she was powered by an 1800 horsepower diesel engine. Original named *Lacey I. Daizell II* before owned by McAllister. In 1997, McAllister Towing and Transportation renamed her the *Resolute* before placing her out of service. In 2011 the tug was acquired by Patriot Marine Inc. of Winthrop, Mass, who renamed her the *Ocean King*.

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

Barney Turecamo



The *Barney Turecamo* was built in 1956 at Oyster Bay, NY and was used for ship handling and towing in New York harbor and on the Hudson river. Her measures were: 89' x 25' x 11.5' and powered by a 1600 horsepower diesel engine. Here again, the shrinking freeboard in this photo is proof that she is going beyond hull speed.

(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 – Lofting/Reading Plans
- May 23 – Bending Wood
- Jun 20 – Small Boat Making
- Jul 18 – Fairing a Hull/Cooper Plating
- Aug 15 – Rope Walk
- Sep 19 – Road trip
- Oct 17 – Soldering
- Nov 21 – NRG Conference Review
- Dec 19 – Open

Events & Dates to Note:

2020

~~66th "Weak Signals" R/C Model Show~~

Seagate Convention Ctr.
401 Jefferson Ave. Toledo, OH

~~April 03 – 05, 2020 Canceled~~

~~31st North American Model Engineering Expo.~~

Yack Arena
Wyandotte, MI

~~April 24-26, 2020 Canceled~~

44th 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

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

Channel Islands Maritime Museum
Oxnard, CA

Oct. 15-17, 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

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THE NAUTICAL RESEARCH GUILD

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Wooden Steamers

1847



Watercolor drawing of the steamboat BRITANNIA at the Commercial Wharf in Hamilton about 1847 to illustrate Ivan S. Brookes, *Hamilton Harbor, 1826-1901*.

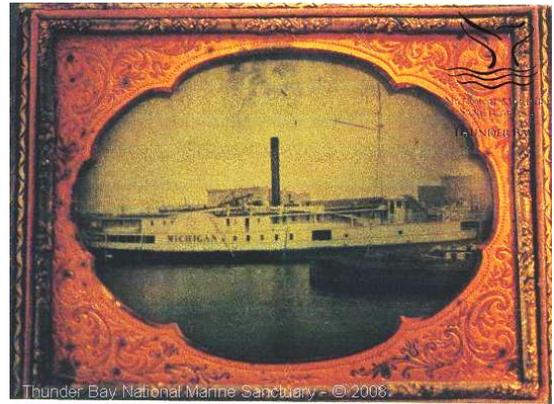
Britannia: Louis Shickluna, St. Catharines, Ont. built a wooden sidewheel steamer with measures: 135.3' x 23.3' x 10.2' with unit tons of 276. She was powered by a low pressure, 25-horsepower engine built at the Dundas Foundry. Her original owner was J. B. Ewart et al, Dundas, Ont. and she was built for the passenger, package freight trade between Quebec, Que. and Lake Erie. She was "pollywog built" with recessed paddles, as far aft as possible for maximum space, with the hull indented to receive the paddles. This allowed her to transit canals. Her master for the 1848 season was Captain John Gordon.

September 1850, the steamer *Britannia*, arrived at Dickinson's Landing, laden with iron, where she grounded upon a shoal. To be released she was lightered. One of the vessels used to transport the iron ore from the ship to shore filled and sank in 16 to 18 feet of water. The captain and two of the crew of the *Britannia* were drowned when the ship sank.

Master of the steamer *Britannia* for the 1851-52 season was Captain John McArthur. In November 1851, the steamer *Britannia* was damaged when she collided with the steamer *St. Lawrence* on the St. Lawrence River, sinking her in 20 feet of water. Her property loss was set at \$500.

Ownership of the steamer *Britannia* was changed, March 1854, to J. B. Hollingsby, Hamilton, Ont. Her master for the 1854 season was Captain O. Beatty. In February 1855 her ownership was changed to M. W. Browne, Hamilton, Ont. and in the same month her ownership was changed to Holcombe & Henderson, Hamilton, Ont. April 1855, the steamer *Britannia*, bound from Hamilton, Ont. for Cape Vincent, NY, laden with flour, went ashore on Timber Island, Lake Ontario. She was lightered to be released and then repaired. Her property loss was set at \$500. Her master for the 1856 season was Captain Cummings and for the 1857 season, Captain Davis. January 1858, the estate of Holcomb &

Henderson, including the steamer *Britannia* was placed up for auction. The steamer was laid up for the 1859 season still for sale. While moored at Anglin's Wharf, Kingston, Ont. in November 1859, she caught fire and was destroyed. It was believed that arson was the cause.



Michigan: Oliver Newberry, Detroit, MI with Burton S. Goodsell as master carpenter, built a wooden sidewheel steamer with measures 190' x 27.8' x 11' and tonnage (old style) of 642 41/95. She was enrolled at Detroit, May 22, 1847 listing Oliver Newberry as owner. Her engine was a vertical beam, low pressure, 44" bore x 120" stroke, built by Detroit Iron Works, MI, in 1847. She was built for the passenger, package freight trade. In August 1848, she broke her cylinder head near Barcelona, NY, Lake Erie. Repaired. In September of that year she was damaged in a collision on the Milwaukee River, WI. Repaired. Her master for the 1849 – 61 seasons was Captain Albert Stewart. In December 1851, the *Michigan* was damaged at a pier in Dunkirk Harbor, Dunkirk, NY, during a gale. Loss was set at \$1,200. In November 1852, she was disabled during a gale off the Chagrin River, OH, Lake Erie. Repaired. During the 1853 winter layup, the *Michigan* received a new walking beam engine, 41" bore x 120" stroke, built by Detroit Iron Works. December 1855 the steamer *Michigan* was damaged at Port Colborne, Ont., Lake Erie. Repaired. December 1856 while caught in a gale on Lake Erie the steamer *Michigan* was damaged. May 1857, the *Michigan*, laden with flour, sank after colliding with the sunken wreck of the sidewheel steamer *Golden Gate* (US-1852) at the entrance of the Erie, PA harbor, Lake Erie. She was raised and repaired. After her repair and while back steaming, the *Michigan* collided with the schooner *Palestine* (US-1847) off Lexington, MI, Lake Huron.

Ownership of the steamer *Michigan* was changed to H. N. Newberry et al, Detroit, MI. in April 1861. June of that year the *Michigan* collided with and sank the schooner *Storm King* (US-1856) in 400 feet of water off Manitou Island, Lake Michigan

The steamer *Michigan* went through a series of ownership changes; in 1862 to O. N. Edgerton; 1863 to W. J. Crandall; a few months later in 1863 to Lake Superior Forwarding Co., Harvey, MI & Chicago, IL; in 1864 to N. Pratt, Chicago, IL; and in 1865 to Albert Goodrich who dismantled and had her converted to a barge by the Stephen Gates Shipyard, Manitowoc, WI. The barge *Michigan* was enrolled August 1866 with measures: 197.7' x 30' x 10.8', 493.89 grt. After enrollment, her ownership was again changed to James M. Ballentine et al, Detroit, MI. October 1868, the barge *Michigan*, in tow of the tug *John Prindeville*, broke her towline during a storm on Lake Erie and came ashore between Madison & Conneaut, OH, Lake Erie.

Ohio: Sanford & Moses of Cleveland, OH built in 1847 for Joy & Webster Atwater, et al, Buffalo, NY a wooden sidewheel steamer with measures of 197' 7 1/2" x 28' 1" x 10' 11" with a tonnage (old style) of 583 36/95. She was powered by a high pressure, 29" bore x 108" stroke, 400 horsepower engines built by Cuyahoga Steam Furnace Co., Cleveland, OH in 1846. Her boilers were built by Morrison, Cleveland, OH. At enrollment in Cleveland, Ohio, March 15, 1847 she was designated for the passenger, package freight trade. Captain Ludlow was master of the steamer *Ohio* in 1847. April 1848 the steamer *Ohio* went aground in Erie, PA harbor when a heavy wind blew the water up the lake, lowering the western end of the lake. She was released when the water returned.

Ownership of the steamer *Ohio* was changed to L. Brooks in October 1848. Master of the *Ohio* for the 1848 and 1849 seasons was Captain Marshall Capron.

In April 1850 the ownership of the steamer *Ohio* was changed to Charles M. Reed, Erie, PA. October 1851, the schooner *Oneida*, laden with lumber, ran into the steamer *Ohio* off Black River Point, OH, Lake Erie. The schooner immediately filled but did not sink due to her cargo. She was towed into Cleveland for repairs. The steamer *Ohio* was not injured. The *Ohio's* master for the 1854 season was Captain Watts. December 1854, while coming up the river at Cleveland, OH, the *Ohio* ran into the schooner *B. F. Wade* (US2148), lying at Hubby, Hughes & Co's dock, breaking the schooner's starboard quarter, taffrail and small boat. In October

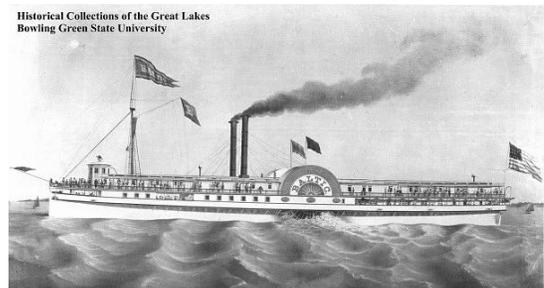
1855 the *Ohio* lost her smoke stacks off Fairport, OH, Lake Erie during a gale. Property loss was set at \$200. In May 1856, the *Ohio* struck a rock near Erie, PA. She was able to get off, but leaking badly, put into Conneaut, OH to discharge her cargo then returned to Buffalo, NY for repairs. Property loss set for the hull at \$600 and the cargo at \$200.

Ownership of the steamer *Ohio* was changed to Levi Allen, Buffalo, NY in October 1858 and changed again in July 1860 to J. Leonard, Erie, PA. Leonard had the sidewheel steamer *Ohio* towed to Erie, PA from Buffalo to be broken up and burned for her iron.

A. Rossiter: A wooden propeller built by George Allen, Chicago, IL in 1847 had measures of: 120' 1" x 21' 1" x 8' 1" and tonnage (old style) of 200 64/95. Her engine was built by B. P. Andrews & Company, Chicago, IL. Enrolled in Chicago, August 11, 1847 by her owner, Erastus Bowen et al, Chicago, IL the propeller *A. Rossiter* was designated for the passenger and bulk freight lumber trade. Bound from Milwaukee, WI to Chicago, IL July 1848, the *A. Rossiter* lost her mate overboard. In route from Milwaukee, WI to Chicago, IL. August 1851, while entering Chicago harbor, the propeller *A. Rossiter* collided with and badly damaged the sidewheel steamer *St. Louis*.

March 1852, ownership of the propeller *A. Rossiter* was changed to H. A. Harrison et al, Port Washington, WI. In May of that year, the *A. Rossiter* went ashore on Lake Michigan. Released with slight damage. Loss set at \$400.

Ownership of the propeller *A. Rossiter* was changed in 1853 to William N. Burton et al, Chicago, IL. In October 1854, the *A. Rossiter* went ashore between Point Betsie and Grand River, MI, Lake Michigan. Released. Master of the *A. Rossiter* for the 1855 season was Captain Napier. October of 1855, the *A. Rossiter* went ashore on the Calumet River Bar, Illinois. No lives were lost. The vessel later broke up.



Historical Collections of the Great Lakes
Bowling Green State University

Baltic: The Bidwell & Banta Shipyard, Buffalo, NY built a wooden sidewheel steamer for Levi Tillotson & Franklin Kingman, Buffalo, NY. Her measures from her enrollment January 25, 1847 were listed as: 225.0' x 30.3' x 12.5' with a gross tonnage of 825.33. Her engine was high pressure, 35" bore x 96" stroke, originally installed in the sidewheel steamer *Constitution* of 1835. She had 30-foot sidewheels and had been built for the passenger, package freight trade between Buffalo and Chicago. Her master for the 1847 season was Captain A. T. Kingman.

In 1848, her ownership was changed to Lucius H. Pratt, Samuel Pratt, P. Pratt, Edward P. Beals, and Pascall all from Buffalo, NY. Her masters for 1848 was Captain Lester H. Cotton and for 1849, Captain C. H. Ludlow. July 1850, with 700 - 800 passengers on board for an excursion out of Buffalo, the steamer *Baltic* was holed on a rock four miles above Niagara Falls on the Niagara River. No lives lost.

1851 her ownership was changed to Arthur Edwards 1/2; Ira Davis, 1/4; S.F. Atwood, 1/4, all from Trenton, MI. Her master for the 1851 season was Captain A. D. Perkins. December 1852, on Lake Erie, the steamer *Baltic* took on water during a gale and damaged her cargo. During the winter 1853/54 layup the *Baltic* was remodeled and converted to side screw wheels, an invention by Captain Whitaker which were built by Barton & Gilbert.

July 1854, part ownership was transferred to Arthur Edwards, Trenton, MI. Master of the *Baltic* for the 1854/55 seasons was Captain James M. Averill. An ownership change was recorded July 1855 to Ira Davis, Trenton, MI.

March 1856, enrollment was changed to Arthur Edwards, Trenton, MI. and transferred to Buffalo, NY Her master for the 1856 season was Captain Arthur Edwards.

May 1856, ownership of the steamer *Baltic* was changed to Ansell R. Cobb, Buffalo, NY, President of Lake Erie Transportation Co., Buffalo, NY. Her master in 1856 was Captain Edwin Culver. During 1856 winter layup, the steamer *Baltic* had her side wheels and engine removed and replaced by two High Pressure engines; 26" bore x 36" stroke driving two side-propellers.

In the early 1860's ownership the steamer *Baltic* was changed to John S. Ganson - New York & Erie Bank; and William G. Fargo - American Express Co. Her master was Captain J. W. Averill, with A. B. Hamilton, 1860 & 61, and in 1862, Daniel W. Chipman as chief engineers. The *Baltic* continued on the Buffalo, NY to Lake Michigan run until 1864 when

her side wheels and engines were removed and a Direct-Acting Engine and propeller was installed.

In 1864, her ownership was changed to Daniel G. McAlpine, Detroit, MI. The propeller *Baltic* was converted to lumber schooner-barge at Detroit, MI and her enrollment updated, August 1865, to: 224.0' x 30.2' x 12.2'; 618.05 grt. She was assigned the official number 31044. Master of the schooner barge *Baltic* in 1872 was Captain John Van Norman. October 1872, while in tow of tug *William A. Moore*, the schooner barge *Baltic* broke her towline and foundered off Long Point, Lake Erie. Seven lives lost. Her final enrollment was surrendered at Detroit, MI on March 8, 1873.

Baltimore: A. C. Keating of Monroe, MI built a wooden sidewheel steamer with measures of: 174.0' x 26.3' x 11.5' and a tonnage (old style) of 513. Her original owner was Captain George A. Strong, Munroe, MI. Her engine was high pressure, 27" bore x 36" stroke, 120-horsepower, built by Hathaway & Co. in 1836 for the steamer *Anthony Wayne* (US-1837). She was built for the passenger, package freight trade and ran Detroit-Cleveland for the Michigan Central Line. Master of the steamer *Baltimore* for the 1847-50 season was Captain George A. Strong.

In November 1852, ownership of the steamer *Baltimore* was changed to Col. Sheldon McKnight, Detroit. May 1852, her owner sent the steamer *Baltimore* to Lake Superior over the Soo portage. When launched on the Lake Superior side of the portage there was an accident that killed 3 or 4 men and injured 3 others. October of that year, the steamer *Baltimore* rolled away her smoke pipes during a gale on Lake Superior and had to jettison part of her cargo. Property loss was set at \$4,000. Her master for the 1853 season was Captain Wilson.

In 1854, her enrollment was transferred to Mackinaw and listed as owned by McKnight's Lake Superior Line with old style tonnage: 513 78/95. June 1855, the steamer *Baltimore* was the first vessel to pass down bound through the St. Mary's Canal from Lake Superior to the lower lakes. August 1855, the *Baltimore* went ashore on the Neebish Island, St. Mary's River, Sault Ste. Marie. Property loss set at \$600. Later that month, while up bound from Chicago for the new Soo Canal and Lake Superior, the steamer *Baltimore*, laden with corn and miscellaneous supplies, ran into a gale where a wave smashed her forward cabin and toppled one of her stacks causing a danger from fire. Trying to put into Sheboygan, WI, she attempted to anchor, when her anchor chain broke. The ship struck bottom and was

driven ashore, settling in shallow water. The hull was broken up by wave action. No lives lost. Loss set for hull at \$15,000; and cargo at \$4,000.

Boston: Early in 1847, E.W. & S.A. Turner, Cleveland, OH, built a wooden propeller with the following measures: 133.7' x 20.8' x 9.8' with a tonnage (old style) 259.1. At enrollment May 1, 1847, in Cleveland, her owners were listed as James Monroe, H. Krumens, J. W. Ogrum and L. Parmetter, Cleveland, OH. Her engine is unknown. She was built for the package freight trade. Her master for the 1847 season was Captain Munroe.

In 1851 her ownership was changed to P. Chamberlain, Cleveland, OH and she ran in the Chamberlain, Crawford & Co.'s Line. Her master for the 1854 season was Captain A. Sinclair. July 1854, bound down, Chicago, IL to Ogdensburg, NY, laden with pork, corn, whiskey & produce, plus her passengers and crew numbered at 25, the propeller *Boston* was struck between wheelhouse and stern by the Canadian bark *Plymouth* (1854) and sank in thirty fathoms of water off Oak Orchard, NY, Lake Ontario. No lives were lost. Vessel was a complete loss.

Cincinnati: Stebbins, Newel & Morris of Maumee, MI built a wooden sidewheel steamer. The only measure listed was tonnage (old style) of 530. Both her original owners and engine are unknown. She was built for the package freight trade. In December 1854, the steamer *Cincinnati* went ashore near Forestville, MI, Lake Huron and wrecked. The steamer hulk is believed to have been recovered, rebuilt and renamed *Indian*. Very little information could be found about this steamer.

Commerce: Three and a half miles west of downtown Kingston, on the north shore of Lake Ontario, J. Quin built a small wooden sidewheel steamer to be used for the passenger, package freight trade between Kingston, Ont. and Montreal, Que. She was built as a "pollywog" (A "Pollywog" had her forward part of the hull made to the width of the Rideau Canal, while the after end was compressed to admit the sidewheels without projecting further than the broadest width of the hull. Her hull shape looked like a pollywog) to enlarge her freight carrying capacity. She had measures of: 134.1' x 23.8' x 9.2' with unit tone of 236.6. She was powered by a low-pressure engine, 32" bore x 120" stroke, generating 75 horsepower, built by Ward & Brush.

Her owners were listed as MacPherson & Crane and Ward & Brush, Montreal, P.Q. at enrollment, Kingston, Ont., August 22, 1848. Her master for the 1848 – 50 seasons was Captain John Cochrane. Bound up early in May 1850 for Port Stanley, Ont. with a detachment from the 23rd Royal Welch Fusiliers and their families' who were enroute to London, Ont; the steamer *Commerce*, while leaving Port Maitland, Ont., northeast Lake Erie, and the inbound Canadian steamer *Despatch* collided on Lake Erie. Both vessels sank in forty feet of water. Forty-one lives lost. In September of that year, the *Commerce* was raised and brought down the Welland Canal to Louis Shickluna yard at St. Catharines for repairs. November of that year the *Commerce* was placed up for auction with the benefits going to the underwriters. The *Commerce* was towed to Montreal, Que. to be rebuilt at the Augustin Cantin yard so that she could be sold in the spring. Rebuilt, the *Commerce* was registered at Montreal, P.Q. as sidewheel steamer *Reindeer* with measures: 135.5' x 23.9' x 10.5' and 267-unit tons. The *Reindeer* was listed as part of the MacPherson fleet out of Montreal, Que. Master of the steamer *Reindeer* for the 1851 season was Captain William Purdy. In late September of 1851, while in-bound to Kingston, the *Reindeer* collided with the freight steamer *Ottawa* coming out. The *Reindeer* lost her stem and the *Ottawa* sank in 15 feet of water.

Ownership of the steamer *Reindeer* was changed in 1853, to Henderson & Holcomb, Montreal, Que. Her master for that season was Captain Sughrue. June of 1853 the *Reindeer* was rammed by a schooner, off Long Point, Ont. Lake Erie, carrying away part of her bulwarks. Master of the vessel for the 1854 season was Captain McGrath. In August 1855, approaching Kingston, the *Reindeer* and the schooner *Arabia* collided near "the Ducks". Both vessels sustained damage with one life lost. Captain George Patterson was master of the *Reindeer* for the 1856 and 57 seasons with John Ferguson as chief engineer in 1857. October 1857, while bound down, from Chicago, IL for Kingston, Ont. via St. Joseph, MI, the steamer *Reindeer*, with 25 passengers and crew and laden with 13,000 bushels of wheat, 61 barrels of tallow and some flour, was caught by a gale on Lake Michigan. She lost steerage when her fires were doused by boarding waves and was pushed into the shallows eight miles north of Big Point au Sable, Michigan, where she was pounded until broken up. Vessel and 23 lives were lost.

Dawn: William Parkin, Brockville, Ont. built a wooden sidewheel steamer for H. & S. Jones, Brockville, Ont. for the passenger, package freight trade between Toronto, Hamilton, and other ports on Lake Ontario and the cities of Montreal and Quebec. She was a small seamer with measures of: 160' x 23' x 8.6' and at 141-unit tons. Her engine was a vertical beam, low pressure, 32" bore x 120" stroke; her builder is unknown but located in Montreal, Que. She was launched September 29, 1847 with the expectation she would carry 2,000-2,500 barrels of flour or 200 tons of merchandise and up to 400 passengers.

Her master for the 1848 season was Captain Johnson. May 1848 the steamer *Dawn* damaged her paddles in the canal and ran up on a sand bar at the entrance to Ogdensburg, NY harbor. June of that year she ran aground near Matilda, Ont., north of Ogdensburg, NY, on the St. Lawrence River. Later that month, laden with flour and meal, the steamer *Dawn* struck a rock while running the Lachine Rapids on the St. Lawrence River. She broke in two and then sank. Her loss was set at \$8,000. She was raised, and while being supported between four barges with beams, and being towed by the sidewheel steamer Charlevoix to Quebec, P.Q., she became unmanageable when the traverse beam gave way. She was taken into Sorel, Que, and rebuilt by McArthey shipbuilders, Sorel. She was launched Oct. 11, 1848. Fifteen days later the steamer *Dawn* went aground near Gananoque, Ont., St. Lawrence River.

Her master for the 1849 season was Captain Hayes. September of that year, the steamer *Dawn* and the steamer *Chief Justice Robinson* (1842) collided twice while entering Toronto harbor; once at the entry and again at the Yonge Street wharf. July 16, 1852, while sailing through the Galop Rapids on the St. Lawrence River, the steamer *Dawn* went on the rocks. Property loss was set at \$500.

Her master in 1854 was Captain Kennedy. October 1855, the steamer *Dawn* was advertised for sale at Montreal, Que. Her master for the 1856 season was Captain McDonald and her owner still listed as H. Jones & Co., Brockville, Ont. She was valued at \$20,000.

Ownership of the steamer *Dawn* was changed to Jones Black & Co. in 1857 and to Ives & Co. in 1858. In the spring of 1862, the steamer *Dawn* was wrecked by a spring freshet on the St. Lawrence River near Sorel, Que. Declared a total loss.

Diamond: Richard Liddle et al, Buffalo, NY were listed as owners of a wooden sidewheel steamer built
March 22, 2020

by Jacob W. Banta, Buffalo, NY in 1847. She was 151.0' x 24.5' x 9.4' with a tonnage (old style) of 331 1/95. She was named *Diamond* at her enrollment at Buffalo, NY, May 7, 1848 and listed for the passenger, package freight coasting trade between Buffalo, NY and Barcelona (Portland harbor) NY. She was equipped with a high-pressure engine built by Knapp & Totten, Pittsburgh, PA. Her master for the 1848 season was Captain Richard Liddlets.

Ownership of the steamer *Diamond* was changed to George B. Walbridge & Co., Buffalo, NY, April 1849. In October 1849, while bound up from Buffalo for Erie, PA, the steamer *Diamond*, had to return to the harbor due to a gale on the lake and was struck in the stern by the schooner *Buena Vista*. Both vessels were damaged. Returning from an excursion to the Falls in July 1852, the steamer *Diamond* struck a rock in the Niagara River and sank. She was later raised and repaired. November 1852, the steamer *Diamond* was damaged in a gale on Lake Erie near Dunkirk, NY. Property loss was set at \$800. October 1853, with a high sea rolling across Lake Erie, the steamer *Diamond* went aground on the bar at Erie, NY. She was released.

June 1854, ownership of the steamer *Diamond* was changed to George Rounds & Co., Detroit, MI to be used as a tow boat on the St. Clair Flats. August 1855, ownership was changed to William Dana, St. Clair Co.

April 1858, for \$8,000, her ownership was changed to Elon W. Hudson, Detroit, MI. The *Diamond* sank in the Detroit River in 1860. She was raised in November 1861 to retrieve her engine and then was broken up.

England: Niagara Harbour & Dock Co., Niagara, Ont., J. Ewing master carpenter, built a wooden sidewheel steamer with measures: 135.6' x 24.0' x 10.7' and tonnage 130.17 units. Her original owner was William Colcleugh & Co., Hamilton, Ont. She was built to pass through the canals as a regular provision boat capable of carrying 3,500 barrels of flour under cover between Hamilton, Ont. and Lachine, Que.

May 1848, the streamer *England* received damage when she went aground, due to low water, in the St. Lawrence River below Kingston, Ont. In September of that year, she went aground at the entrance to the locks at Port Iroquois and had to be forced over the dam to continue. The water depth was seven feet and required dredging. July 21, 1849 she was put up for sale. In Oct. 1850, the *England* was left high and dry when a breach in the Cornwall

Canal drained the water out. She was rebuilt and issued registry number C33469 with measures: 136.0' x 24.0'; 246 grt when enrolled at Montreal, Que., June 13, 1851.

Ownership of the steamer *England* was changed to Hooker & Holton's Through Line, March 1851 and listed at 150-unit tons. Her master for the 1851 season was Captain Graham. In May 1853, the *England* went aground while running Long Sault Rapids. She was refloated with difficulty. In August of that year, the *England* sank near Cornwall, Ont., St. Lawrence River damaging her cargo. Property loss set at \$4,000. Her master for the 1854-56 seasons was Captain Hannah.

In 1856, her ownership was listed as Hooker & Pridham. The steamer *England* was valued at \$12,000 and 270-unit tons. In 1860 ownership of the steamer *England* was transferred to Hooker, Jacques & Co., Kingston, Ont. She was listed at 326-unit tons. In 1861 the sidewheel steamer *England* was rebuilt as a tug.

Ownership of the steamer tug *England* was changed in 1864 to M. K. Dickenson & Co., Ottawa, Ont. and tonnage listed at 225-unit tons and valued \$9,000. She ran between Grenville, Que. and Ottawa, Ont. on the Ottawa River.

In 1870 her ownership was changed to Ottawa & Rideau Forwarding Co., Montreal, Que. She was rebuilt. The enrollment for the sidewheel steamer tug *England* was surrendered in 1874 and endorsed "broken up".

Fashion: First enrollment was issued at Detroit, MI, September 13, 1847, for a wooden sidewheel steamer built by Zodoc Panghorn, Algonac, MI, with measures 160.0' x 25.0' x 8.5' and tonnage (old style) of 324 32/95. Her owners were Francis W. Lawson et al, Detroit, MI. She was built for the passenger, package freight trade to run between Sandusky, OH and Port Huron, MI. Master of the steamer *Fashion* was Captain Richard Evans for the 1846-51 seasons. November 1847, while bound up to Port Huron, MI, the steamer *Fashion* broke her shaft in two places.

Ownership of the steamer *Fashion* was changed to George B. Waldrige et al, Buffalo, NY on June 22, 1848. November 1848, the steamer *Fashion* ran on to the wreck of the steamer *Columbus* (U-1835) at Dunkirk, NY, Lake Erie and sank. She was raised and repaired. Property loss was set at \$2,000. October 1849, bound up, the *Fashion* collided with the down bound schooner *Atlas* (U-1834) near Erie, PA, Lake Erie. Damage costs for each was set at \$400.

Ownership of the steamer *Fashion* was changed to Captain Henry S. Newberry, Detroit, MI, February 21, 1853. Her master for the 1853-54 seasons was Captain Newberry. November of 1853, the steamer *Fashion* struck a "bar" at Racine, WI, Lake Michigan causing bad leaks. She was repaired at Chicago, IL. May of 1854, bound up from Chicago for Green Bay, WI, the steamer *Fashion* broke her starboard shaft on Lake Michigan. She was repaired at Chicago, IL. Property loss was set at \$1,000. June of that year, while on Lake Michigan, in heavy seas, the steamer *Fashion* lost her starboard wheel and was driving ashore near Chicago, where she lay, full of water until released. September of that year, in heavy fog, the steamer *Fashion* went ashore on Kewaunee Reef, near Kewaunee, WI, Lake Michigan. Property loss was set at \$2,000. Then in October, again in dense fog, the *Fashion* struck a rock, three miles from Kewaunee, WI and had to be run ashore to prevent sinking. She was released but her hull was badly damaged and had to be hauled out for repairs. The steamer *Fashion* was badly damaged and sank when she and the propeller *Buffalo* (U-1851), collided on the River St. Clair in November 1854. She was raised and repaired.

Her ownership was changed in February 1855, to William Cavelry & Joseph Raymond, Detroit, MI who would operate her in the towing trade at the St. Clair Flats. Master of the steamer *Fashion* was Captain Cavelry for the 1855-56 seasons. November 1856, driven by heavy weather on Lake Huron, she entered into Bayfield, Ont. where she struck a sand bar, becoming a total loss. She was stripped of her machinery and abandoned.

Iowa: Benjamin J. Goodsell, Trenton, MI built for the package freight trade a wooden propeller in 1847 with measures: 248' 8" x 34' 7" x 14' 3" and a tonnage (old style) of 1,182 14/95. Her original owners were Samuel Robinson, Detroit, MI and George L. Chapman, Buffalo, NY with her first enrollment issued at Detroit, MI, November 30, 1847.

Her master for the 1853 season was Captain Pratt with Almer Johnson as engineer. July 1853, the propeller *Iowa* and the schooner *George F. Foster* (U10195) collided on the Chicago River. Both were repaired. November of that year the *Iowa*, with a full cargo of merchandise for the upper lakes, broke her machinery on Lake Erie and was towed back to Buffalo, NY for repairs. August 1860, the *Iowa* was damaged in a collision with the swing ferry *Huron* in the St. Clair Rapids.

The final disposition of the propeller *Iowa* is unknown. The vessel was not identified in the 1864 "Register of the Ships of the Lakes and River St. Lawrence".

Manhattan: Samuel & Alvin A. Turner, Ohio City, OH were builders and owners of a wooden propeller with measures: 140' x 25' 2.5" x 9' 11.5" and a tonnage (old style) of 319 68/95. She was first enrolled by Samuel & Alvin A. Turner, Ohio City, OH at Cleveland, OH March 13, 1847 and was designated for the passenger, package freight trade. Master for the 1847 season was Captain Alvin Turner. June 3, 1847, in fog, the propeller *Manhattan* ran upon Mackinaw reef in Lake Huron. The Revenue Cutter *Erie* assisted in pulling her off. Eleven days later, while bound up, the *Manhattan* collided with the brig *Saltillo* being towed over the St. Clair Flats, sinking her.

October 1847, ownership of the propeller *Manhattan* was changed to S. Lewis and John Owen, Detroit, MI. November of that year, the *Manhattan* broke one of her wheels and went into winter layup for repairs. April 1848, laden with a cargo of wheat and moored to a pier at Racine, WI to ride out a severe gale, the *Manhattan* had her stern stove in and sank. Later raised. Loss was set at: cargo \$7,000; hull \$5,000 with one life lost.

April 1849 her ownership was changed back to Samuel and Alvin A. Turner, Ohio City, OH. In April 1850, ownership of the propeller was transferred to Charles Bacon, Samuel and Alvin A. Turner, Ohio City, OH. Master of the propeller *Manhattan* for the 1850 season was Captain Caldwell. May 1850, the propeller *Manhattan* was portaged around the rapids of the Sault and launched into Lake Superior. She was one of the first passenger vessels on that lake. May 1851, the propeller went ashore on a reef near Waupoose Island, Lake Superior and had to jettisoned part of her cargo to get off. Loss set at \$300. August 1851, the *Manhattan* bound up, and *Monticello*, bound down, came into a collision near Whitefish Point, MI. The *Manhattan* sank to her upper deck. She was raised and repaired. In 1854, her enrollment was transferred to Michilimackinac, MI.

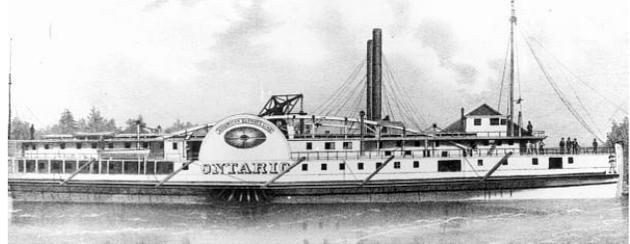
September 1855, ownership of the propeller was transferred to Charles Bacon and John Spalding, Cleveland, OH. That month, after passing to Lake Huron the propeller *Manhattan* collided with the river steamer *Dart* (US – 1853) on the Detroit River. Master of the vessel for the 1856 season was Captain Edward Turner. Fall 1855, the propeller *Manhattan*, laden with 125 barrels of salt from

Buffalo, NY, while entering Cleveland, OH harbor, was carried by the heavy seas and current against the piles of the west pier. Holes were stove in her bottom, sinking her.

Ownership of the propeller *Manhattan* was transferred to Charles Bacon and Joseph A. Redington, Cleveland, OH in April 1858. Running between Cleveland, OH and Lake Superior, the propeller *Manhattan* struck a rock and sank at Topsail Island, St. Mary's River, May 17, 1858.

May 1859, ownership was transferred to Joseph A. Redington, Cleveland, OH and Harvey, Marquette, MI. Master of the propeller *Manhattan* was Captain Calvin Ripley for the 1859 season. September 1859, while bound for Marquette and Portage Lake, the propeller *Manhattan* trying to make shelter after running out of fuel, went aground at the mouth of the harbor at Grand Marais, MI, Lake Superior, where the waves pounded her to a total loss. Cargo, engine and boiler were salvaged. No lives lost.

Historical Collections of the Great Lakes
Bowling Green State University



Ontario: Ontario & St. Lawrence Steamboat Co., Oswego, NY; E. B. Allen, President; contracted with John Oades, Clayton, NY, for a wooden sidewheel steamer to be built with measures: 232' 1" x 32' 2" x 11' 6" and a tonnage (old style) of 830 48/95. Her first enrollment was issued at Oswego, NY, June 27, 1848, listing a vertical walking beam engine, 50" bore x 132" stroke, generating 350 horsepower, built by T.F. Secor & Co., NY, NY. She had been built for the passenger, package freight trade running between Ogdensburg, NY, Kingston, ONT. and Lewiston, NY at a cost \$80,000. Her master for the 1848 – 49 seasons was Captain Horatio N. Throop with Samuel B. Hutchins as chief engineer, and for the 1850 – 68 seasons, Captain J. B. Estes. In September 1853, up bound on the St. Lawrence River, the steamer *Ontario* collided with the down bound propeller *Vermont* and lost much of her upper structures when they were carried away.

When the Panic of 1857 prostrated shipping on the Great Lakes, the Ontario & St. Lawrence Steamboat Co. went into bankruptcy. The successor

was the American Steamboat Co, Charlotte, NY which opened services between Lewiston and Ogdensburg, NY in June 1859.

July 1860, the steamer *Ontario* was seized at Toronto, Ont. by the Canadian Government for alleged breach of the revenue laws. Their action was supported by three affidavits.

Her registration enrollment at Oswego, NY, for the steamer *Ontario*, was changed July 1865 with new measures: 230.16' x 32.16' x 11.42'; 1044.21 grt and assigned an official number - US 19062.

In 1867 the steamer *Ontario*, along with the steamers *Cataract* (U4934), *Bay State* and the Charlotte, NY yard and dry dock were sold Canadian to Canadian Navigation Co. During the winter 1867 layup, the *Ontario* was rebuilt at the Charlotte, NY yard and she was registered as *Abyssinian*, Canadian official number C51694 and with the following measurements: 230' x 23' x 11', 1044.21 grt, 726 net. The *Abyssinian* was taken to Montreal to run between Montreal-Oswego-Rochester running the Lachine Rapids. The *Abyssinian* was the largest boat to run the rapids up to that time.

Ownership of the steamer *Abyssinian* was changed to F.P.O. Milhot, et al., Quebec City, Que. June 1874. One month later, the steamer *Abyssinian* caught fire and was damaged while on the St. Lawrence River. Her loss was set at \$600.

Ownership of the *Abyssinian* was changed to Compagnie de Navigation Union, Quebec, Que. in Sept 1874.

April 1876, ownership of the *Abyssinian* was changed to Richelieu & Ontario Navigation Co. November 1883, while at anchor at Chenaille du Moine, Sorel, Que., the steamer *Abyssinian* was blown ashore in a gale. Her stranding was listed as a partial loss. The steamer *Abyssinian* was laid up and declared "not worth repairing". She was scrapped in 1884, after her accident.

Paugasset: Sanford & Moses, Ohio City, OH with Luther Moses, master carpenter, built a wooden propeller in 1847 for John M. Woolsey et al, Ohio City (Cleveland), OH. Her measures at enrollment at Cleveland, OH, March 1847, were: 140' 4" x 22' 4.5" x 9' 9" with a tonnage (old style) of 323 45/95. She was built for the package freight trade and was powered by 2-engines, 16" bore x 28" stroke, and she was equipped with a tubular boiler. Her master for the 1847 season was Captain R. Hart.

In May of 1847, her ownership was changed to Captain R. Hart, A. E. Hart, and Kimberley, Pease & Co., Black Rock, NY. Her enrollment tonnage was updated to 290 63/95 tons (Old Style). May 1848

while off Conneaut, OH, Lake Erie the *Paugasset* became disabled and required a tow to Cleveland, OH for repairs. April 1851, the *Paugasset* collided with and sank the schooner *Rush* (US-1845) on Lake Erie. No lives lost.

Ownership of the propeller *Paugasset* was changed, July 1852, to Heber Squires et al, Dunkirk, NY.

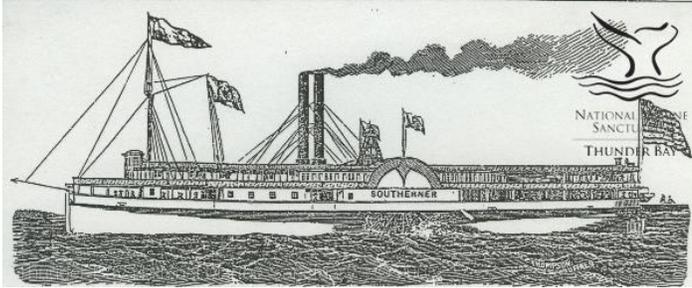
August 1853, ownership of the *Paugasset* was changed to Alanson Robinson & John Woolsey, Buffalo, NY. April 1854, while bound up on Lake Erie, the propeller *Paugasset*, laden with merchandise, was driven ashore during a gale at the mouth of the Grand River, Fairport, OH. She was released and repaired at Cleveland, OH. November of that year, while bound down on Lake Erie, from Cleveland, OH for Dunkirk, NY, the propeller *Paugasset* sprang a leak near Erie, PA. She made port and was repaired. The following month she was damaged while rescuing the crew of the schooner *Omar* (US-1850) at Cleveland, OH.

Ownership of the propeller *Paugasset* was changed to the New York & Erie Railroad Co. August 1856, the *Paugasset* caught fire at Dunkirk, NY was cut loose and floated into the harbor where she burned to a total loss. No lives lost. Loss set at \$6,000.

Scotland: Kingston Marine Railway, built a wooden sidewheel steamer with measures of: 135' x 25' and tonnage (old style) 274. Her original owner was J. H. Greer, Montreal, Que. He used her to carry passengers and package freight on runs between Montreal and Lake Erie ports. Her master in 1848 was Captain Taylor. November 1848, after loading a cargo with 6,300 bushels of wheat, 42 casks, 16 bushels Timothy seed, 256 kegs of butter and lacking 2,000 bushels to make up her cargo, stranded at Port Stanley, Ont. Released, she lost part of her cargo to water damage. She was repaired by L. Shickluna, St. Catharines.

Ownership of the steamer *Scotland* was changed to Macpherson & Crane, Montreal, Que. in 1851. Her master that year was Captain Marshal.

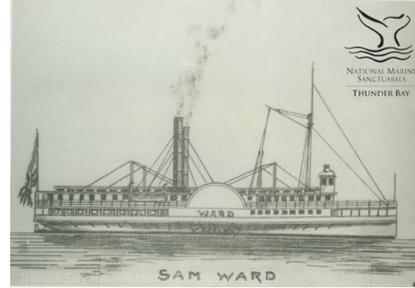
Ownership of the steamer *Scotland* was changed to Henderson & Holcomb, Montreal, Que. in 1853. Her master for that year was Captain F. Patterson. October 1853, bound down, the steamer *Scotland*, laden with wheat and flour, struck a rock and sank in shallow water, off Gananoque, Que., St. Lawrence River. Property loss was set at \$12,000 in damage to vessel and cargo. She was raised and repaired. Almost nothing official recorded after 1853.



Southerner: Built in 1847 on the west end of Lake Erie by A.C. Keating, Monroe, MI, for Benjamin F. Field et al., Monroe, MI, was a wooden sidewheel steamer with measures of 176' 10" x 28' x 11' 73/4" and tonnage (old style) 550 17/95. She was enrolled at Detroit, MI, September 19, 1847 and scheduled for the passenger, package freight trade. She was powered by a high-pressure engine with a 27" bore x 36" stroke built by Hathaway & Co., Cleveland, OH. The engine had originally been installed in the steamer *General Wayne* (US-1837). Master of the steamer *Southerner* for the 1847-48 season was Captain A.D. Perkins. She ran unfinished in the Monroe trade connecting with the Southern Railroad hauling freight. The steamer was laid up, winter 1847-48, to receive an upper cabin for passenger service. She then ran between Buffalo, Toledo and Monroe, MI.

Master of the *Southerner* for the 1849 season was Captain J. L. Edmunds with Captain Pierce as master for the 1850-51 season. October 1850, the steamer *Southerner* went hard aground in Sandusky Bay, Lake Erie. She required to be lightered to be released. April 1851, while bound up from Cleveland for Detroit, the *Southerner* took shelter off Point Au Pelee during the gale where she lost her stacks. She was towed safely to Detroit for repairs.

Master for the 1853 season was Captain Hayes. While bound down from Toledo for Buffalo, NY in late October 1853, the steamer *Southerner* encountered a gale and turned back for Conneaut, OH, but unable to make port, she then tried to put into Ashtabula Harbor. Entering the harbor, she struck a crib that broke her back. Without power or steerage, she drifted ashore and became a total loss. No lives lost.



Samuel Ward: Newport, MI in 1847 was a village on the western shore of the St. Clair River. It would become one of the largest shipbuilding ports by 1865 when it would be incorporated as Marine City. John Wolverton built and ran a ship yard there and in 1847 built the wooden sidewheel steamer *Samuel Ward* for Samuel Ward and Eber Ward, Detroit, MI. First enrolled at Detroit, MI in April 1847, she had measures of: 175' 7" x 25' 8" x 10' and a tonnage (old style) of 433 55/95. She was powered by a vertical beam engine with 40" bore x 120" stroke, built by Novelty Iron Works, New City, NY. The *Samuel Ward* was built for the passenger, package freight trade at a cost of \$40,000 and would run between Buffalo, NY and Detroit, MI, connecting with the Michigan Central Railway. Her master for the 1847 season was Captain E. B. Ward. In August of her first year, she broke her crosshead on Lake Erie. She made Erie, PA for repairs. In November she was placed on the mail route between Chicago, IL and St. Joseph, MI. For the 1848 season the *Samuel Ward* ran from Chicago, IL to Milwaukee, WI & Grand River and later was portaged across the Soo to run on Lake Superior. At the start of the 1849 season, the steamer *Samuel Ward* was damaged when caught in the spring freshet and ice jam on the Chicago River, Chicago, IL, Lake Michigan. Damage loss set at \$300. She ran without incident for until July 1852 when the steamer *Samuel Ward* collided with the schooner *Aurora Borealis* on the Detroit River, badly mauling the sailing vessel. During winter layup 1853, she was overhauled then chartered for the 1853 season to the Detroit & Cleveland Steam Navigation Company and ran Detroit, MI to Cleveland, OH. In 1855, at the completion of the first locks at the Soo, the sidewheel steamer *Samuel Ward* returned to Lake Superior and until the 1860's she ran excursions from Marquette MI.

Ownership of the steamer *Samuel Ward* was changed to Clement Steamboat Co, Milwaukee, WI in August 1856. Her master for the 1856 season was

Captain Henry Fish with Charles L. Barron as chief engineer for 1856 & 57.

Ownership of the steamer *Samuel Ward* was changed to Henry A. Frank in 1860. In December of that year, he had her machinery removed and converted into a sailing bark. Her enrollment measures were: 176.4' x 26' x 10.31', with tonnage listed as 280 grt. March 1866 the bark *Samuel Ward* was issued official number 22371 at Cleveland, OH.

Ownership of the bark *Samuel Ward* was changed to A.F. Gay, AuSable, MI. in July 1872 and the new owner had her converted to a tow-barge for the lumber trade.

Ownership of the barge *Samuel Ward* was transferred to Loud, Gay & Company, AuSable, MI. in 1873. She continued as a tow barge until 1875 when she was abandoned at Toledo, OH. Her final enrollment was surrendered at Port Huron, MI, December 18, 1875, and endorsed "abandoned".

Western Miller: Edward Leroy Cull, Toronto, Ont. built in 1847, a wooden propeller with measures of 136' x 23' x 11' and tonnage of 114.05-unit tons. Her owner was Gooderham & Worts, Toronto, Ont. She was equipped with two-high-pressure engines rated at 100 horsepower and built by Niagara Harbour & Dock Co. She was destined for the package freight trade and ran Toronto, Montreal & Quebec. Her first enrollment was issued at Montreal, Que., May 1850. Master of the propeller *Western Miller* for 1850 was Captain William Purdy. In April 1850, the *Western Miller* was chartered to carry grain down the St. Lawrence river to Halifax. Nova Scotia. On her first trip, the propeller *Western Miller* made an 8-day voyage from Toronto to Halifax. She arrived May 08, 1850 and found that in using salt water for her boilers, that they were ruined and she had to be towed back to Quebec in June of that year for repairs.

Ownership of the propeller *Western Miller* was changed to Messrs. McPherson, Crane & Co. in August 1850. Her master for the 1851 season was Captain Cochran.

In 1854 her ownership was changed to Messrs. Holcomb & Henderson. Her master in 1854 of the *Western Miller* were Captain Sughrue and for the 1856-57 season Captain Ryan. November 1857, the *Western Miller* and the schooner *General Winfield Scott* (U10225) collided at Port Colbourne, Ont., Lake Erie. Property loss was set at \$200.

Ownership of the propeller *Western Miller* was changed to Messrs. Holcomb & Co. in 1858. They removed her engines and converted her to a

barge with a capacity for 15,000 bushels of grain or 200,000 feet lumber.

Final disposition of the barge *Western Miller* is unknown.

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 x 3/5)) x Beam x 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.)