

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

<u>Ropewalk</u>

The Newsletter for Shipwrights of Ohio – March 2022

Next <u>Zoom</u> Meeting: April 16, 2022 "Mast & Yard Making"

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March

Saturday, March 19th, eleven gathered via Zoom. We welcomed Gene Eberhart from Cincinnati.

If you could not make it, I encourage you to set aside the third Saturday of each month to join us and share what you are working on, your questions and concern.

I repeat my monthly advice and urge all of you to take care of yourself and your families. Look to those you know who may need help or are lonely and need human contact.

Your editor.

Announcement

Model Ships and Boats Contest

The Wisconsin Maritime Museum in Manitowoc, WI will host its 45th annual Midwestern Model Ships and Boats contest on May 13-15, 2022.

`This is the Midwest's longest-running model competition, and it is co-sponsored by the Nautical Research Guild. NRG director Kurt Van Dahm is the director of the show, and the judges for the event are NRG members from the Chicago area. If you are interested in entering a model, the deadline for registration is typically 2 weeks before the event. Viewers are invited on Saturday and Sunday to view the collection and to vote on their favorite models. A slideshow of entrants from last year's contest is available at the museum's website,

www.wisconsinmaritime.org.

The event includes a Modeler's Symposium on Saturday afternoon from 1 PM to 3 PM. Speakers this year will be award-winning modeler and author Alex Deery, who will present a talk entitled *Building Wanda*. The subject model will be on display. His program will show the details that are covered up and will be of interest to all modelers. The other speaker is award winning miniaturist John Fax II, a Ships in Bottles specialist, who will talk about *Experiments in Miniature Building*. Attendees will be able to see the actual miniature pieces his talk will illustrate.

Downloadable registration forms will be posted on the Museum's website soon. For more information, visit:

https://www.wisconsinmaritime.org/event/45thmidwestern-model-ships-boats-contest/ So, who plans to attend?

On-line Seminars

Wednesday, March 23, the National Museum of the Great Lakes, hosted a hybrid seminar "The Living Great Lakes: Searching for the Heart of the Inland Seas" by Jerry Dennis. The event was free, registration was required.

Saturday, March 26, 2022, at 11 AM, the National Maritime Historical Museum will present "*Valcour:* The 1776 Campaign that saved the Cause of Liberty" by author Jack Kelly. This event is free, registration required. Visit their web site to register.

Business

Library Display

"Our display at the Sunbury Library has been a hit, with just about everyone who comes in seems to stop and marvel at the boats! I've made sure to tell folks about some of the details that you shared with me and they're always impressed at the level of detail and time that went into them. Thanks again for sharing your passion with the library and community!" A note from Mary Nice, the Adult Services Director at the Sunbury Community Library,

We had been asked by and responded to Mary, for an exhibition of our ship models. The case available is 48" wide x 56" high x 16" deep. Alan Phelps contacted the library and had on display his R/C craft. Besides his three models he also had on display Bob Mains model of a Viking ship.

The library is also interested in a display of our models in June. So, start thinking about what you have that could fit into that space. Alan Phelps will be looking for your input for our next display.

Since we now, as a club, are spread out across the state, what is the chance that your local library would be open to a display of ship models. Could be a very good way to reach other ship modelers about the club and also attract new shipwrights to this craft. Stop at your local library and ask.

Tall Ship's



Road Trip: Saturday, July 9th – Cleveland, OH, downtown on the lake front should be 8-tall ships for your inspection. Presently we know of the following: *Niagara., Pride of Baltimore II, St. Lawrence II, and Neo Trinidad.* The plan is for those attending to meet midmorning (location to be announced). We encourage car-pooling. The club will cover admission, lunch and, maybe, reimburse mileage expense.

Coordinator is Bob Mains.

Presentation Planning - 2022

The presentation schedule is changing again. April subject will be "Mast & Yard Making"

May's meeting will be a Hybrid as we move back to in-person and Zoom meetings. The subject will be a general discussion about the jigs and fixtures we have built, borrowed or purchased that help us in our build process.

June will be on Flags and how to make them, July is a road trip to Cleveland for the "Tall Ships". August will be "Cannon Rigging and accessories"; September will be "Marietta, Early 19th C ship Building on the Muskingum River"; October: Finishing & Air Brush"; November: Rigging: Standing"; December: Rigging" Running".

Share your experience and knowledge with your fellow shipwrights. We still need presenters for the late fall presentations.

Nov: Rigging: Mast & Yard Making **Dec**: Standing/Running Rigging

I have prior copies of the previous PowerPoint presentations that you can use as a foundation.

HMS Falkland

Coming soon, to a local museum, in a small town in northern Ohio, a display of admiralty models, consisting of the *HMS Falkland* (believed to have been the first warship built in the Americas); *HMS Boston*; and *HMS Serapis*.

In June, the Firelands Historical Society will dedicate a display to Robert Bruckshaw and his museum quality (all three models mention above were originally display in the Smithsonian Museum, Washington, DC.) ship models. All three, after a circuitous route, have been returned to Buckshaw's hometown and donated to the historical society.

The Shipwrights of Ohio were requested to repair shipping damage done to the HMS Falkland with all repairs to be completed by the end of April. Built at 1:48 scale, Bruckshaw used plans from Greenwich, UK and the Smithsonian plus the R. C. Andersons book "The Rigging of Ships in the Days of the Spritsail Topmast, 1600 – 1720". The photos

below were taken in the research center at Norwalk, OH. The models are: *HMS Serapis*



HMS Boston



HMS Falkland



March 23, 2022

Presentation:

Building a Scratch Built Deck House

This month's presentation was on building a deck house from scratch. I used the steam barge *Margaret Olwill* as my example.

First. there are no plans for and only one known photo of the steam barge *Margaret Olwill*. That photo was taken at Kelly's Island, where she would load stone for the Cleveland breakwater, on June 28, 1899. She would founder the following morning during a northeast gale, eight miles off Lorain, Ohio. Nine lives were lost.

The photo was taken on the starboard side, aft of the stern, and shows the vessel clearly with the exception of the forecastle deck structure.



From the photo above, it can be seen that the forecastle deck house has two levels and that the cabins on the first level open onto a catwalk that provides cover for the forward portion of the cargo deck. In my research of other steam barges on the Great Lakes, I had found that the majority consisted of the captain's cabin and office with a pilot house before it. Below the Forecastle deck were two cabins with the anchor windlass and capstan between them on the cargo deck level.



The above drawing is of the *Sidney O. Neff* and shows the main deck windless and above it the captain's cabin and pilot house. Below id the deck layouts, with the forecastle deck on the right and the cargo deck level on the left.

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The difference between the *Neff* and the *Olwill* appears to be that the *Olwill* has an extra deck in her forecastle deckhouse.

So, the question was, why was the Olwill's structure different? From my research, I have been able to find that the steambarge normally left Cleveland at midnight for Kellys Island arriving there at 8 in the morning. They loaded stone during the day and then left the Island at midnight, to arrive in Cleveland early in the morning to start off-loading. Her master, John Brown, took command of the Olwill in 1893 during her rebuild as a steam barge. Captain Brown had a wife and son in Cleveland and could have had the extra cabins built to allow his family to join him on the short trips during the summer. On her last trip, Captain Browns wife, 10-year-old son and a friend of the family were on board, when she foundered. They had spent the day touring and enjoying the island.

So, what I had appears to look like this:



The deck house would be two levels above the forecastle deck with the pilot house in front with the wheel man at a level to see over the 3-foot-high bulwarks. Rather than start building with wood, I started card modeling to get to a deck cabin that was to scale and was also pleasing to the eye.

My first attempt was too bulky as can be seen in the next photo.



My second attempt, trying to be less bulky and top heavy, led to the photo below.



It was still bulky, but I had added a figure to check scale. The figure is 6' at 1/8 scale. Back to the drawing board for a third try. This time, I modularized the build into three parts.

Main Deck level shown below:



A black marker pen simulated windows and doors. Upper Deck level on top of the main deck module:



And the Pilot House:



The dark areas on the pilot house are a door, on the left, and two windows for the wheelman to see out. There were three steps from the deck to the door.

Comparing the photo to card model, they seem similar. The windows on the card model need to be raised closer to the top of each module.





And from the bow:



Now to convert the card model to a wooden structure and add the bulwarks, anchors and capstan.

Ships on Deck:

The following is an update on what your fellow shipwrights have been working on. As you can see, the progress covers from finishing prior work,

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restoration, to new builds. Thanks to all who submitted their progress and questions.

HMS Fly

Lee Kimmins

The photo below is a CAD Print of the *HMS Fly*. What detail.



Mary Powell Lee Kimmins





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Working on lower hand rails and paint

Bluenose - Restoration





The above 5 pictures, top to bottom, show the painting transformation as Cliff restores the hull on the *Bluenose II*.



The mizzen mast is rigged and Stan is starting on the main mast and her yards.

USS Ohio

Ric Stratton

The time, energy, and interest stars aligned and I was able to spend some time working on the riding bitts for my USS Ohio. One thing that was really helpful was use of my printer/scanner. I have 2 sheets of plans for the Ohio that showed the riding bitts. One was top-down view of the deck and the other was side view of the whole ship. Both were of different size and different from the scale of my model. I was able to center the riding bitt portion of the plans on my printer and enlarge one and reduce the other to get both a top town and side view in my scale. That made it easy to get the correct size and shape of the pieces. The wood is maple.

Here's is a picture of the pieces after staining but before assembly:



Then after assembly but before mounting in the



model:

Finally, mounted into the model with ring bolts added:



Thanks to all who contributed their photos and progress reports this month.

For the rest of you, I encourage each of you to share photos of your works in progress, what you have completed in the past, and what you plan to work on in the future. Send it to your editor in jpeg format with a short write up.

Other Notes: "Stuff", Tugs & Things

Nautical Research Guild

The Nautical Research Guild announced, on March 21, 2022, that Sea Watch Books (<u>www.seawatchbooks.com</u>) has been sold to Mike Ellison, New Jersey. Mike returned to modeling about 10 years ago and is an avid wooden ship modeler. His MSW handle is Sonofasonofasailor.

At this time the web site is down while they build a new shopping experience.

Nautical Terms

Charthouse: A compartment from which the ship was navigated, especially in the Royal Navy. *Chartplotter:* An electronic instrument that places the position of the ship (from a GPS receiver) onto a digital nautical chart displayed on a monitor, thereby replacing all manual navigation functions. A Chartplotter will also display information collected from all shipboard electronic instruments and often directly control autopilots.

Chase Gun: Also chase piece or chaser. A cannon pointing forward or aft, often of longer range than other guns. Those on the bow (bow chaser) were used to fire upon a ship ahead, while those on the rear (stern chaser) were used to ward off pursuing vessels. Unlike guns pointing to the side, chasers could be brought to bear in a chase without slowing down the vessel.

Chasse-maree: A decked commercial sailing vessel engaged in the transportation of fresh fish directly from fishing grounds to ports in Brittany between the 18th century and around the third quarter of the 19th century. Three-masted luggers replaced the vessels originally serving in this role; the luggers then were replaced successively by dundees, brigs, and schooners. **Cheeks:** 1. Wooden blocks at the side of a spar.

Plat plates of iron or wood bolted to the masthead to form angle supports for the cross-trees.

3. The sides of a block or gun-carriage.

Chief Engineer The senior engineering officer (abbreviated ChEng).

Chine: 1. An angle in the hull. 2. A line formed where the sides of a boat meet the bottom. Soft chine is when the two sides join at a shallow angle, and hard chine is when they join at a steep angle.

Chock: A hole or ring attached to the hull to guide a line via that point; an opening in a ship's bulwarks, normally oval in shape, designed to allow mooring lines to be fastened to cleats or bits mounted to the ship's deck. **Chock-a-block:** Rigging blocks that are so tight against one another that they cannot be further tightened. **Chronometer:** A timekeeping device accurate enough to be used aboard a ship to determine longitude by means of

celestial navigation. The invention of the marine chronometer in the 18th century was a major technical achievement for maritime navigation.

Citadel: A fortified safe room on a vessel to take shelter in the event of pirate attack. Previously, a fortified room to protect ammunition and machinery from damage. *Civil Red Ensign:* The British Naval Ensign or flag of the British Merchant Navy, a red flag with the Union Jack in the upper left corner. Colloquially called the "red duster". Glossary of Nautical Terms Wikipedia

Tugs Alva B.



The wooden tug *Alva B* was built by the Union Dry Dock Co., Buffalo as hull #54, for the Vessel Owner's Towing Co., Cleveland. Her measures were: 73.5' x 18.4' x 10.5' and her tonnage was 83 grt, 41 net. She was powered by a high pressure, non-condensing engine, 22" bore x 24" stroke. Rated at 425 hp @ 120 rpm. She was equipped with a firebox boiler, 8'2" x 15', 140 PSI. Her official number was 106738.

The Alva B was named for Alva Bradley (27 Nov. 1814 – 28 Nov. 1885) Bradley was a sailor, ship owner and shipbuilder, who helped develop Great Lakes shipping. A 19, Bradley left home to become a sailor on the Great Lakes. After numerous ships, he became master of the 15-ton Olive Branch running trade from the islands to southern Lake Erie ports; then moved to as master of the 47ton schooner *Commodore Lawrence.* In 1853, he partnered with Ahira Cobb to form the Bradley & Cobb shipbuilders with yards in Vermilion, OH. In the early 1880's, he and two other shipbuilders, Philip Minch and Isaac Nichols moved their operations to Cleveland and invested in steel-shipbuilding. From that evolved Kinsman Marine Transit Co. which evolved to the American Ship Building Co. Bradley built 18 vessels between 1868 and 1882 and he helped found the Cleveland Vessels Owners Society and was their first president. As a further note, both the Bradley and Minch families were prominent in Cleveland history, with Sophia Minch marrying into the Steinbrenner family. Both families served on the board for the

Great Lakes Towing. The Bradley's ended up owning the Cleveland (Indians) Guardians and the Steinbrenner's the New York Yankees.

The tug *Alva B* was sunk by the steamer *City* of *Detroit* in 1898. She was owned by the Great Lakes Towing Co., Cleveland in 1899. In 1914, she was owned by H.S. Kerbaugh, Buffalo and in 1917 by American Towing Co. Buffalo. The *Alva B* foundered off Avon Point, OH, November 8, 1917. No lives lost. Her propeller is on display in a lake front park in Avon Lake, OH.

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

W. H. Alley



The wooden tug *W. H. Alley* was built at West Bay City, MI in 1882 by James Davidson. Her initial enrollment, July 6, 1882, at Port Huron, MI, listed her measures as 88.4' x 18.2' x 8.7' and her tonnage at 79.83 grt, 39.82 net. She was powered by a Knight & Sisson, high pressure, non-condensing steam engine, 18" bore x 22" stroke, and rated at 259 hp at 150 rev. The engine was built in Buffalo, NY in 1882. Her official number was 80901 and cost \$18,000. She was furnished with a steam pump, providing a 14" stream, and 11" wrecking lines. Her original owner was F.B. gardner, Chicago and she was built as a fire tug.

Her ownership was transferred to Gardner & Cusick, Chicago in 1884.

In 1891, the *W. H. Alley* was owned by the Chicago Fire Department and stationed in South Chicago. In December 1898, she was holed by ice in the Calumet River and sank in 16' of water.

In August 1900, the *W.H. Alley* was rebuilt at Miller bros. Drdock, North Branch, receiving a new 7'6" x 14' firebox boiler from John Mohr & Sons, Chicago. She was renamed *Chicago*.

The fire tug Chicago was retired in 1925. BGSU University Libraries; Historical Collections of the Great Lakes & Alpena County George N. Fletcher Public Library; C. Patrick Labadie Collection.

Presentation Schedule:

<u>2022</u>

Jan 15 – Canceled Feb 19 – Planking a deck Mar 19 – Deck house from scratch Apr 16 – Mast and Yard Making May 21 – Jigs & Fixtures - discussion Jun 18 – Flags Jul 16 – Tall Ships: Cleveland Aug 20 – Cannons and Accessories Sep 17 – History: Marietta, ship building Oct 15 – Finishing: natural & paint Nov 19 – Rigging: Standing Dec 17 – Rigging: Running

Events & Dates to Note:

2022 Tentative Schedule

Columbus Woodworking Show January 21-23, 2022

IPMS Columbus BLIZZCON 2022 Saturday, February 19, 2022

Miami Valley Woodcarving Show March 6 & 7, 2022

45th Midwestern Model & Boat Show, Wisconsin Maritime Museum, Manitowoc, WI May 13-15, 2022

Tall Ships - Cleveland Cleveland lake front. July 7 – 10, 2022

Lakeside Antique & Classic Wooden Boat Lakeside Hotel, Lakeside, OH July 17, 2022

Tall Ships - Erie Erie, PA lake front. August 25-28, 2022

NRG Conference Oct. 2022 Editor: Bill Nyberg President and editor Shipwrights of Ohio Shipwright@wowway.com

Web Site: www.shipwrightsofohio.com

Email: shipwright@wowway.com



Wooden Steamers on the Great Lakes

Written by William E. Nyberg

<u>1858</u>

Gazelle: In 1858, J. L. Wolverton, New Port (Marine City), MI, built for Eber B. Ward, Detroit, a wooden sidewheel steamer for the passenger, package freight trade to run between Grand Haven, MI and Milwaukee, WI in conjunction with the Detroit & Milwaukee Railroad. Her initial enrollment was issued at Detroit, MI on October 13, 1858 and her measures were recorded as 176' x 27' x 11', with a tonnage (old style) of 422. She was powered by a low-pressure engine with an 81" bore x 132" stroke turning 36' paddle wheels. Her master for the remainder of the 1858 season Captain F. G. Butler with Dudley Wilcox as first engineer. In November of 58, she was damaged in a collision with a sailing vessel near Grand Haven, MI and was dry docked for repairs.

Her ownership was changed in March 1859, to C. W. Owen, Ann Arbor, MI with the mortgage held by Eber B. Ward. Her master for the 1860 season was Captain B. Sweeney. In September of that year, bound up from Detroit for Lake Superior ports, the steamer *Gazelle*, while entering Eagle Harbor, Mi, Keweenaw Peninsula, went hard onto the rock a quarter of a mile from her intended dock. All passengers and crew were rescued. The *Gazelle* was pounded to a total loss during a storm the next day.

Governor Cushman: Late in 1857, Luther Moses, Cleveland, built a wooden propeller for Dwight Scott, et al, also from Cleveland. When enrolled at Cleveland, her measures were listed as 152' x 26.5' x 10.2' with a tonnage (old style) of 384 66/95. Her master was Captain Malcolm McBride, with George Hobbs as engineer. She was powered her engine with a 16" bore x 28" stroke, built by Blish & Garrick. Her boiler was 24' 9" x 7' built by Newman & Co. She was built for the passenger, package freight trade and ran between Cleveland and Dunkirk, NY.

In October 1858, the brig *Isabella* (U44054), in running into the Cuyahoga River from Lake Erie, collided with the *Governor Cushman* and stove in her larboard bow. In November 1860, she ran afoul of the schooner *Industry* (U-1847) at Cleveland, sinking her. The schooner was a total loss. In May of the following year while leaving Dunkirk, she broke her starboard shaft and required repairs. During winter layup of 1863, the *Governor Cushman* was rebuilt and lengthened at Cleveland. Her enrollment measures were changed to: 184.17' x 27.20' x 12.61'; 601 Tons (Old Style). In June 1865, she went ashore on Summer Island in Lake Michigan. In November of the following year, she broke her machinery on Lake George at the Sault. Property loss \$500. She was readmeasured and issued official number 10232. In May 1868, while getting under way in Buffalo Creek, Buffalo, the *Governor Cushman*, laden with 20,000 bushels wheat, was destroyed by an explosion and sank. Eleven lives lost.

In 1901, the wreckage of the *Governor Cushman* was discovered in the Philadelphia & Reading Channel at Buffalo. The wreckage was dynamited in 1902 to open the channel.

Kelloha: At Newport MI, John C. McGregor built a wooden propeller in 1858 with measures: 188' x 25' x 8' 8" and a tonnage (old style) of 396 25/95. She was enrolled at Detroit, on September 17, 1858, listing John C. McGregor as owner. Her engine is unknown. The *Kelloha* was lost in 1862.

No information has been found at Kingston, Maritime History of the Great Lakes; Bowling Green State University; Great Lakes Shipwreck database; Milwaukee Library; or the "Army's Navy Series: Dictionary of transports and Combatant vessels, Steam and Sail, employed by the Union Army, 1861 – 65" or The Assault and logistics, Union Army coastal and river operations, 1861-1865.



Northern Lights: Lafranier & Stevenson, Cleveland, built a wooden propeller for Hanna, Garretson & Co.: Leonard Hanna, Hiram Garretson, & Robert Hanna, ¾, and John Spalding, ¼, all from Cleveland. Her first was enrollment issued at Cleveland, May 4, 1858, showing her measures as: 211.0' x 30.0' x 12.0' and a tonnage (old style) of 744.44. Her engine was two

vertical beam, low-pressure, 40" bore x 36" stroke, built by Cuyahoga Steam Furnace Co., Cleveland. She was equipped with a flue boiler, 10' 6" x 23' 6", with 16' flues, built at Philadelphia, PA. She was intended for the passenger, package freight trade between Cleveland and Lake Superior. Her master for the 1858 to 1867 seasons was Captain John Spalding with Thomas Quick in 1861 and J. Kendall in 1868 as engineer. In September 1861, the propeller collided with the schooner *M. Ballard* (US– 1855) on Lake Saint Clair incurring \$600 damage. In November of that year, she again collided with the propeller *Evergreen City* (U7240) while on the Detroit River.

Her ownership was transferred in 1862 to Leonard Hanna; Robert Hanna; and John Spalding all from Cleveland. In October of that year, the *Northern Light* collided with the propeller *City of Cleveland* (5400) in the Detroit River.

In 1865, her ownership shares were transferred to the estate of Leonard Hanna; Robert Hanna; and John Spalding all from Cleveland. She was readmeasured at Cleveland in May 1865 and her measures were recorded as: 209.3' x 30.3' x 19; 9' and her tonnage 857.78 grt. She was assigned official number 18114.

In 1868, her ownership shares were shared with the estate of Leonard Hanna; Robert Hanna; and John Spalding all from Cleveland and with Israel D. Wagar, Rockport, OH.

In 1869, her ownership shares were listed as the estate of Leonard Hanna; Robert Hanna; and John Outhwaite all from Cleveland. In October of that year, while entering Superior City, MN, Lake Superior, she struck bottom incurring slight damage. Her master for the 1870 season was Captain M. H. March. In May 1871, she lost her masthead on Lake Huron.

In April 1872, ownership of the *Northern Light* was consolidated to Melville Hanna of Cleveland.

By June of that year, ownership shares were held by H.M. Hanna; George H. Warmington; M.A. Staunce; G.W. Chapin; and R.R. Rhodes, all from Cleveland.

By April 1873, the ownership was changed to Cleveland Transportation Co., (M.A. Hanna, Treasurer) Cleveland, OH. That same month her enrollment shows that she had been converted to a steam freight barge during winter layup of 1872/73.

Later in 1873, her ownership was changed to J.F. Green and William M. Kelly, Bay City, MI.

In 1874, total ownership was transferred to J.F. Green, Bay City, MI. In April 1875 her rig was changed to a lumber steam barge at Port Huron, MI: Tonnage listed as 494.44 grt. In August 1881, the

steam barge *Northern Light* stranded near Harrisville, MI on Lake Huron, where she caught fire and burned to a total loss. Her final enrollment was surrendered in December 1881. In 1883, her hull broke up and the salvage work on the vessel was abandoned.

Pierrepont: Charles Jenkins, at the Kingston Marine Railway, Kingston, Ont. built a wooden sidewheel steamer for George M. Kinghorn, Kingston, Ont. in 1858. Enrolled at Kingston, Ont. in 1858, her measures were listed as 120' x 14.4' x 6/6', with a tonnage (old style) of 134 29/95. Her engine was built by Kingston Foundry. The *Pierrepont* was built for the passenger ferry trade and ran Kingston, Ont. to Cape Vincent, NY through the Wolfe Island canal. She had a shallow draft to traverse the canal but also experienced strong beam winds, and had a retractable centerboard. Her master for the 1858 -1863 seasons was Captain Coleman Hinckley. In April 1861, her cabin was enlarged and she received other repairs. In April 1863, she and an American schooner collided in Kingston harbor. The steersman of the steamer cut across the right away of the schooner, miscalculating the distance between the boats. Both vessels sustained damaged.

Her ownership was transferred between George M. Kinghorn and Captain Coleman Hinckley in May 1863. She was trapped by ice off Wolfe Island in November 1863 and remained frozen in until cut free in April 1864. With the closing of the Wolfe Island canal in 1864, the steamer ran Kingston to Wolfe Island. Her master for the 1865-68 seasons was Captain Coleman Hinckley, Jr. Early in 1866, with repairs completed at the Marine Railway, the steamer Pierrepont was launched into the water that was full of ice and a hole was stove in her bottom. Her pumps were manned until the ways on the Marine Railway could be prepared to pull her out for repairs. In June of 1867, entering the slip at Kinghorn's wharf, she crushed a portion of her starboard side against the stern of the propeller America which was already moored at the wharf. In December of that year, the steamer became trapped between Wolfe Island and Garden Island by wind ice. She had to wait until the wind changed to allow her to get underway. During the 1868 season, she ran Kingston, Gananoque and the Clayton route. For the 1871 season, she was laid up. July 1871 while waiting for her machinery to be removed at Davidson and Doran's wharf the steamer sank. She was raised and then dismantled.

Princess: Zodiac Panghorn, built for A & S Smith of Algonac, MI, a wooden sidewheel steamer to be operated as a river ferry on the Detroit River. She was enrolled at Detroit, July 22, 1858 and her measures recorded as: 95' x 17' 2" x 7' and a tonnage (old style) of 107 20/95.

Her ownership changed to Columbus C. Douglas et al. in July 1860. Her enrollment record for the years of the Civil War indicates multiple owner changes, including: Frederick Kern et al, New Baltimore, MI in July 1862; George H. Bristol, Sandusky, OH in June 1864; and John Anderson et al, Detroit, MI in April 1865. Her enrollment tonnage was changed on that date to 96.86 grt and she was assigned an official number 19686.

Her chief engineer for the 1867 season was George Case.

Her enrollment record for the years after the Civil War show a continuing ownership change, including: John A. Sloan et al, Detroit, MI in May 1868; River & Lake Steam Boat Co., Detroit, MI in September 1868; William Dana, Algonac, MI in June 1869; Matthew Little et al, East Saginaw, MI in September 1870; and Ralph Collingwood et al, Bay City, MI in May 1874.

The sidewheel steamer ferry *Princess* was reported abandoned in 1877 and her final enrollment was surrendered at Port Huron, MI, November 7, 1877 and endorsed "out of commission".



St. Jean Baptiste/ Sadie/Shamrock: The wooden sidewheel steamer *St. Jean Baptiste* was built by S. D. Andrews, Portneuf, Que and her first enrollment was issued at Quebec in 1858. He recorded measures were: 98.0' x 23.0' x 7.0' with a tonnage (old style) of 208. Her owner was Godin & Labranche, Portneuf, Que. She was issued Canadian official number 41614. Her engine is unknown but it

was built in Birkenhead, England in 1804. She was built to run from Portneuf, (southwest of Quebec) and the southern shore of the St. Lawrence River.

In 1865, her ownership was changed to Hawley, Prescott, Ont. and she ran between Prescott, Ont. and Ogdensburgh, NY.

In 1871, her ownership was recorded as changed to I. D. Purkis, Prescott, Ont.

In 1877, J. Turner, Toronto was the owner. The vessel was rebuilt in 1877 and her enrollment updated to: 98' x 23'; 116 tons. In 1881, her enrollment measures were updated to: 98' x 23'; 165 tons. In November 1884, the sidewheel steamer *St. Jean Baptiste* was broken up.

The remains of the steamer *St. Jean Baptiste* were used as a base for the sidewheel steamer ferry *Sadie,* rebuilt by J. Andrew, Oakville, Ont. She was re-enrolled at Toronto in 1885 and assigned official number 90563. Her measures were: 103 x 24 x 4; 154 tons; her engine: 18" bore x 42" stroke, 50 horsepower, built by Doty, Toronto. She ran as a Toronto Bay ferry boat. Master of the ferry *Sadie* was Captain W. Hanna for the 1885 – 87 seasons.

In 1886, ownership of the ferry *Sadie* was listed as Sarah Turner, Toronto.

In 1887, her ownership was changed to J. Doty, Toronto; and her master for the 1887 season was Captain Martin. In October 1887, the ferry *Sadie* was in a collision with another Toronto Bay ferry boat that caused the life of Thomas Campbell due to negligence. A warrant for the arrest of Captain Martin was issued.

In 1890, ownership of the sidewheel ferry *Sadie* was transferred to the Toronto Ferry Co., Toronto. In 1894, the Toronto Ferry Co. had the sidewheel ferry *Sadie* rebuilt as a double-end ferry by J. Doty, Oakville, Ont. and renamed *Shamrock*. Her engine was a 2 cylinder, inclined-condensing unit, with (2) 17", 17" bore x 42" stroke, rated at 170 horsepower, built by Doty Brothers, Toronto. Her steam was generated by a Scotch boiler, 7.5' x 9', built by Doty Engine Co. also in 1894. Masters of the ferry *Shamrock* were Captain Thomas Jennings, 1897 & 98; Captain Tufford, 1898; Captain Morgan, 1905; and Captain W. Foster, 1907-08 with chief engineers: E. Abbey in 1897, D. Foley, 1897 – 98; and J. Lawrence, 1907.

In August 1907, while moored at the Bay Street ferry docks in Toronto, the sidewheel ferry *Shamrock* caught fire and burned to a total loss. The fire also spread to the one-year-old terminal building, destroying it.

Susquehanna/May Richards: Luther Moses built a wooden propeller at Cleveland, with Philo P Moses as master carpenter. Her first enrollment, April 28, 1858, listed her measures as: 161' 11" x 26' 10" x 10' 7"; her tonnage (old style) at 425 57/95. She was powered by a high-pressure engine built by Globe Iron Works. Her owner was Philo P. Moses, Cleveland, and intended for the package freight trade. She was chartered to the New York and Erie Railroad, and ran Detroit, MI to Dunkirk, NY. Her master for the 1858 season was Captain William Keith. In May 1858, bound down for Dunkirk, NY in heavy fog, the *Susquehanna* went aground on Point Au Pelee Reef, Lake Erie.

March 1860, her ownership was changed to Captain Horace Benton, Cleveland. He was also her masters for the for the early part of the 1860 season.

June 1860, ownership of the *Susquehanna* was changed to Charles Ensign, Buffalo and she ran on Peoples Line Buffalo-Chicago. Her master was Captain Webster. In July of that year, the propeller was disabled off Presque Isle, MI, Lake Huron with broken connecting rod.

September 1865, her ownership was changed to Bird A. Root, Western Transportation Co., Tonawanda, NY. her enrollment measures were changed at Buffalo, NY: 160.16' x 26.66' x 9.25'; 540.89 grt and she was assigned official number 22279. For the 1866 season, the *Susquehanna* ran Green Bay, WI to the lower lakes. In 1867, she tested a new engine by Perry and Lay and became the first vessel to use a compound engine.

In April 1871, her ownership was changed to J. A. Silkman, Milwaukee, WI, and she ran the Milwaukee to Grand Traverse Bay, MI in the lumber business. Bound from Grand Traverse for Milwaukee in October 1870, the *Susquehanna*, laden with lumber, ran on the rocks in dense fog, 12 miles north of Milwaukee on Lake Michigan. She was released with no lives lost. April 1874, the *Susquehanna* was damaged by the scow *Contest*, at Milwaukee. In 1876, the propeller *Susquehanna* was abandoned.

In March 1880, after lying idle for four years, her ownership was changed to Jonah Richards, Manitowoc, WI. The vessel was dismantled, and the schooner barge *May Richards* was built on her hull by John Richards, Manitowoc. Enrolled as new vessel *May Richards* at Manitowoc, WI, September 20, 1880, she was assigned official number 91283, and her measures recorded as: 161.5' x 27.33' x 15.42'; 511.14 grt, 485.48 net. The final enrollment for the propeller *Susquehanna* was surrendered at Milwaukee, WI in September 1880 and endorsed "dismantled". The schooner-barge *May Richards* sank at Springwells, MI, south of Detroit, on the Detroit River in April 1881. She was raised and repaired.

April 1881, her ownership was changed to John F. Hutchinson and S.A. Minyz for \$12,000. Master of the schooner-barge May Richards were Captain Hugh Harrison (1887-88), Captain T. H. Woodward (1892), Captain L. G. Vosburgh (1895), Captain John Martin (1899), Captain T. S. Emery (1900) and Captain A. McGougan (1901-03). In May 1893, her enrollment rig and tonnage for the May Richards were changed at Cleveland to: 530.98 grt, 511.14 net. The May Richards in tow of one of the Dunham Line tugs was in a collision with the schooner Jason Parker near the Illinois Central Bridge, Chicago River in September 1893. In October 1900, the May Richards went on the rocks at Manistique, MI, Lake Michigan. Her keel and 40 feet of garboard planking were damaged. Damage listed as \$1,200.

In 1904, ownership of the schooner-barge *May Richards* was changed to Pittsburgh Coal. Her master was Captain R. Thompson.

In 1905, her ownership was changed to Richards Transportation. Her masters for the 1905 season were Captain Frank E. Reeves; and for the 1906 season, Captain O. E. Bullock. In October 1906, while under tow by the propeller *Benton* (U2145), the schooner-barge *May Richards*, laden with coal, was driven ashore during a storm on North Bass Island, Lake Erie and became a total loss.

Some Notes:

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

<u>Cargo-carrying capacity</u> 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.

<u>Mail Steamer:</u> Chartered by the Canadian government to carry the mail between ports.

<u>Navigation:</u> 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.

<u>Old Style Tonnage:</u> 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 <u>tonnage</u> 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 15337/₉₄ tons, whereas the American calculations gave the burthen as 1444 tons. The British measure yields values about 6% greater than the American. The US system was in use from 1789 until 1864, when a modified version of the Moorsom System was adopted (see below).

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

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

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

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

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

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

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

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

P.Q.: Province of Quebec

<u>Packet Freight</u>: 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

<u>Ship Inventory</u>: 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.

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

<u>Down-bound:</u> 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.)