

© 1957 Edwin Tunis

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

October 2020

Next Meeting: November 21, 2020

"Air Brushing" – Kurt Van Dahm

Your editor.

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October Newsletter

I repeat my monthly advice and urge all of you to take care of yourself and your families. Look to those seniors who live close to you who may need errands run or someone to just call and check on them.

Use this time also to get back in your shop building. Taking the time to do things that make you feel good is essential to survival in this modern world. Spending time ship modeling, reading, listening to music, or just sitting quietly watching nature from your porch or patio, allows you to recharge and absorb new ideas, information and you might discover something that speaks to you. In the end, it's all worth it.

George Montag

Received a note from Eric, George's son, that George is presently at the Ohio Health Rehabilitation Center. George is recovering from a bout of dehydration and an internal infection, both of which affected his mobility and speech (fortunately it was not a stroke). He could be released by the end of this week, if he gets strong enough to return home. Keep him in your thoughts and prayers.

October Meeting

And yet, another Zoom meeting! We had 13 who signed in to the Zoom meeting on Saturday morning, which is an excellent turnout and no I still have not figured out how to provide chocolate chip cookies in Zoom meetings. I guess I will have to eat them myself!

Again, thanks to Bob (our Zoom Master) for taking on the responsibilities for scheduling, notification and hosting.

Business

Zoom

If you have trouble signing in, contact Bob, *Please*. He can help you to connect. He can be reached at (rmains1@columbus.rr.com).

Membership Dues.

It is that time of year again - membership dues for 2021 are due by January 2021.

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

"Associate membership" is designated for those members who cannot regularly attend meetings due to distance or other reasons. Associate members shall not have the right to vote or

hold office. An associate member can attend all club activities when they are available and will receive our monthly newsletter."

We will continue to send out the newsletter through March 2021. If the 2021 dues are not paid by then you will be dropped from the members list.

Make your checks out to "Shipwrights of Central Ohio" and send to:

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

Thanks.

2020 Meeting Presentation

Darrell Markijohn has contacted and scheduled the subject of "Air Brushing" to be presented by Kurt Van Dahm from Chicago. Kurt has used an air brush and will be able to demo and answer questions on this subject. Darrell is also following up with Chuck Passaro, Syren Ship Model Co. to talk with us in December.

2021 Presentations

Thank you all who responded with your selections and possible new topics. After consolidating some of the topics and eliminating "Air Brushing" which will be our November topic, we still have a list of 33-possible topics for 2021. The list includes seven topics that you added. They are:

- Carving ship decorations
- Hand metal working
- History of Ship Modeling
- How to set up a "Hahn Frame Jig"
- POF: CAD drawings to component parts to frames.
- Sails: making and mounting cloth sails
- Steam engines.

I sent out the list, Tuesday, 20th, early this week for you to review and select 12 topics that you would like to see in 2021. Return your selections to me and I will have it ready for the November meeting.

"Great Harry" Update

Darrell reports that with the move to a new law firm he has had little time to spend on the "Great Harry". His time on the model has been serving the standing rigging.

Presentation:

Byrnes Thickness Sander

Our main presentation was on the Byrnes "Model Machine" thickness sander.



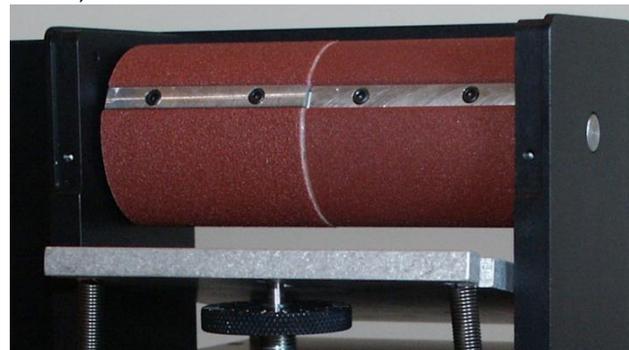
The Byrnes Thickness Sander is designed to allow hobbyists to make their own lumber simply, quickly, and accurately - this precision-engineered machine provides an accuracy measured in thousandths of an inch. The specifications for the machine are:

Overall Dimensions	10" wide x 9" deep x 13" high
Drum	6" wide
Motor	1/3 HP, 110vAC 60hz 2 amps
	OPT: 230vAC 50hz 1750 rpm

Cutting Capacity **1 5/16"**

The feed table is infinitely adjustable - each mark on the control wheel is approximately two thousandths of an inch adjustment in final thickness. The Thickness Sander has a 1.5" ID hose connection - it's ready to connect to your shop vac or other dust collection system.

The Thickness Sander ships with a 3" 80-grit sheet and a 3" 180-grit abrasive sheet installed on the quick-change drum with two 3" wedges, one to hold each abrasive sheet on the drum (see the photo below).



In the photo above, you can see the two wedges that hold the abrasive sheets to the drum and the control wheel that adjusts the table. Retails at \$350.

We also talked about the Preac table saw. The Preac saw is smaller than the Byrnes saw but has easy to change blades and can cut up to a 1/4" thick wood.

The inventor of this saw was Charlie Files. He passed away a number of years ago and the saw went out of production with his death. There is a modification kit that replaces the 1/8-HP motor with a 1/3-HP motor, sold by Ship Ahoy Models, Saugus, MA. I have this kit on-order to upgrade my Preac.

Have used my saw to cut many miles of planking for my models.

Ships on Deck:

Here is what your fellow craftsman have been doing during our confinement.

Queen Anne Barge

Mike Dowler

Below are the final pictures from Mikes *Queen Anne Barge*:



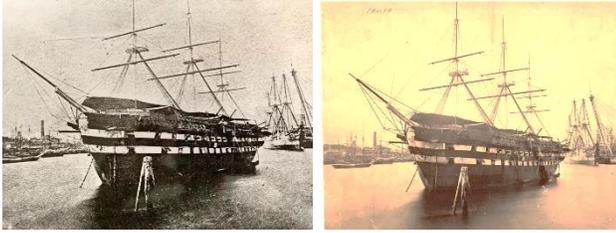
U.S.S. Ohio

Ric Stratton

Ric wrote: I mentioned quite some time back that I found photos on the Internet for the stern of the *USS Ohio* that weren't found before. (Side note: it's a good exercise to occasionally research the net for things you couldn't find before. You never know who's posting new things.) I realized what my gut instinct was telling me all along that the way I had finished the stern on my model was not period-correct. So then given the photos and doing a little interpretation, since 1) they're slightly blurry and 2) they're roughly 20-30 years after the point I'm modeling the *Ohio*) I've reworked the stern and I'm pleased with the end result.



As I previously mentioned, it's a good exercise to occasionally research the net for things you couldn't find before. I was amazed at one of my finds. Back in 1996, I purchased photos of the *USS Ohio* from the US Naval Historical Center. Below on the left, is one of those they sent me. Fairly recently, I found the one on the right on the Internet:



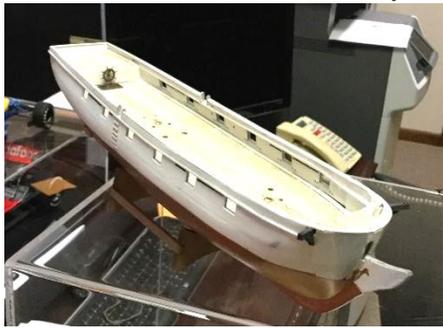
These 2 are clearly of the same moment in history and are therefore essentially of the same original source. I'm just amazed at the difference between the grainy image that I paid for from the Naval Historical Center versus what I eventually found on the Internet for free.

Lesson learned: keep checking, you'll never know what you'll find for historic images.

U.S.S. Perry

Stan Ross

Stan has started building the Bluejacket Ship Crafters model of the *U.S.S. Perry*.



Cutty Sark

John Bowers

Did someone mention sails?



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All hand sewn and rigged. John even added the stunsail's. Awesome.

Armed Virginia Sloop 1768

Bill Nyberg

Started planking the hull with the scupper strake, wale and the first strake above the scupper strake.



Odds and Ends

Nautical Terms

Adrift: 1) Afloat and unattached in any way to the shore or seabed, but not under way. When referring to a vessel, it implies that the vessel is not under control and therefore goes where the wind and current take her ("loose from moorings" or "out of place"). 2) Any gear not fastened down or put away properly. 3) Any person or thing that is misplaced or missing. When applied to a member

of the navy or marine corps, such a person is "absent without leave" (AWOL) or, in US Navy and US Marine Corps terminology, is guilty of an "unauthorized absence" (UA).

Afloat: A vessel that is floating freely (not aground or sunk). More generally of vessels in service ("the company has 10 ships afloat").

Afore: 1) In, on, or toward the fore or front of a vessel. 2) In front of a vessel.

Aft: 1) Toward the stern or rear of a vessel.^[2]
2) The portion of a vessel behind the middle area of the vessel.

Afterbrow: On larger ships, a secondary gangway rigged in the area aft of midship. On some military vessels, such as US naval vessels, enlisted personnel below E-7 board the ship at the afterbrow; officers and CPO/SCPO/MCPO board the ship at the brow.

Aftercastle: Also, **sterncastle**. A stern structure behind the mizzenmast and above the transom on large sailing ships, much larger but less common than a forecastle. The aftercastle houses the captain's cabin and sometimes other cabins and is topped by the poop deck.

Aground: Resting on or touching the ground or bottom (either unintentionally or deliberately, such as in a drying harbour), rather than afloat.

Ahead: Forward of the bow.

Ahoy: A cry to draw attention. Used to hail a boat or a ship, e.g. "boat ahoy".

Ahull: 1) Lying broadside to the sea. 2) To ride out a storm with no sails and helm held to leeward.

Aid to navigation (ATON): 1) Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation. 2) Any sort of marker that aids a traveler in navigation, especially with regard to nautical or aviation travel. Such aids commonly include lighthouses, buoys, fog signals, and day beacons.

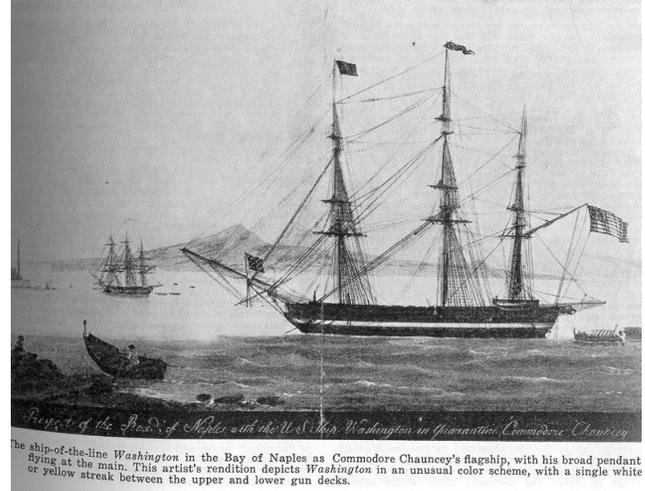
Aircraft carrier: A warship designed with a primary mission of deploying and recovering aircraft, acting as a seagoing airbase. Frequently shortened to *carrier*. Since 1918, the term generally has been limited to a warship with an extensive flight deck designed to operate conventional fixed-wing aircraft. In United States Navy slang, also called a *flat top* or a *bird farm*.

Glossary of Nautical terms Wikipedia

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FUP from Ric

Ric Stratton wrote; In our meeting Saturday, Loren showed us a painting of an American ship of the line with a white stripe in between gun decks and another above that. This is quite possibly the *USS Washington* that was in service 1816 - 1820 (short career). He included a link to the following:



Above, shows the ship-of-the-line *Washington* in the Bay of Naples as Commodore Chauncey's flagship, with his broad pennant flying at the main. This artist's rendition depicts *Washington* in an unusual color scheme, with a single white or yellow streak between the upper- and lower-gun decks.

The fourth *Washington*-a 74-gun ship-of-the-line was authorized by Congress on 2 January 1813 and was laid down in May of that year at the Portsmouth (N.H.) Navy Yard under a contract with the shipbuilders, Hartt and Badger. The ship was launched on 1 October 1814 and was commissioned at Portsmouth on 26 August 1815, Capt. John O. Creighton in command

After fitting out, *Washington* sailed for Boston on 3 December 1815. In the spring of the following year, the ship-of-the-line shifted to Annapolis, Md., and arrived there on 15 May 1816. Over the ensuing days, the man-of-war welcomed a number of distinguished visitors who came on board to inspect what was, in those days, one of the more powerful ships afloat. The guests included Commodore John Rodgers and Capt. David Porter, Col. Franklin Wharton, the Commandant of the Marine Corps, and President and Mrs. James Madison. The Chief Executive and his lady came on board "at half past meridian (either a line of latitude, which parallels the equator, or one of longitude, which runs perpendicular to the equator) to visit the ship, on

which occasion yards were manned and they were saluted with 19 guns and three cheers."

Washington then sailed down Chesapeake Bay and embarked William Pinckney and his "suite" on 5 June. On 8 June, the ship of the line set sail for the Mediterranean flying the broad pennant of Commodore Isaac Chauncey, the commander of the fledgling United States Navy's Mediterranean Squadron. *Washington* reached Gibraltar on 2 July, enroute to her ultimate destination, Naples. *Washington* made port at Naples on 25 July, and Pickney debarked to commence his special mission-to adjust the claims of American merchants against the Neapolitan authorities. The talks ensued well into August. At the end of the month, the demands of diplomacy apparently satisfied, *Washington* set sail. For the next two years, the ship-of-the-line operated in the Mediterranean as flagship of the American squadron, providing a display of force to encourage the Barbary states to respect American commerce. Dignitaries that visited the American man-of-war during this Mediterranean cruise included General Nugent, the commander in chief of Austrian forces (on 5 August 1817) and Prince Henry of Prussia (on 12 August 1817).

On 1 February 1818, Commodore Charles Stewart relieved Commodore Chauncey as commander of the American Mediterranean Squadron, at Syracuse harbor, after which time *Washington* cruised to Messina and the Barbary Coast. She set sail for home on 23 May 1818-convoying 40 American merchantmen-and reached New York on 6 July 1818. The next day, the Vice President of the United States, Daniel D. Tompkins, visited the ship; and the warship blocked her colors at half-mast on the 8th, in honor of the interment of the remains of General Richard Montgomery, who had been killed leading the Continental assault against Quebec in 1775.

Washington did little cruising thereafter, remaining at New York as Commodore Chauncey's flagship until 1820. Placed "in ordinary" that year, the ship-of-the-line remained inactive until broken up in 1843.

Note: that if you click and expand the photo in this page, <http://www.hazegray.org/danfs/line/washingt.htm> you can see the stripe and the caption mentions "This artist's rendition depicts *Washington* in an unusual color scheme, with a single white or yellow streak between the upper- and lower-gun decks."

So, it seems Loren, you may have a painting/print of the *USS Washington*.

Other Notes: "Stuff" - Tugs & Things

Nautical Research Journal

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

Print Journal - \$50

E-Journal - \$40

Combined - \$65

Books

Dr. Mike Dowler wrote: As I mentioned at the end of the meeting Seawatch books is closing sometime soon. The sole owner/operator is retiring. I think the plan is to sell off any remaining stock. I have no idea how much they have available or if there are any discounts or anything. I have no conflicts of interest in this business just a satisfied customer.

However, if any member of the club would like a preview or short review of a specific title, I would be happy to help out. I have many of the volumes from the catalogue. If you want, I can email some pictures or even set up a Zoom meeting to discuss a particular book you may have interest in. 20 minutes or whatever should not be too hard to schedule in.

I have the following volumes:

- The Ketch-Rigged Sloop *Speedwell* of 1752 vol I Greg Herbert and David Antscherl
- (Volume II coming soon)
- Modeling the Extreme Clipper *Young America* 1853 vol1 Edward Tosti
- Modeling the Extreme Clipper *Young America* 1853 vol2 Edward Tosti
- Modeling the Extreme Clipper *Young America* 1853 vol3 Edward Tosti
- Legacy of a Ship Model: Examining *HMS Princess Royal* 1773 Rob Napier
- Frigates of the Royal Navy - The *Naiad* Frigate I Edward Tosti
- Frigates of the Royal Navy - The *Naiad* Frigate II Edward Tosti
- Frigates of the Royal Navy - *HMS Euryalus* I 1803 Allen Yedlinsky
- Frigates of the Royal Navy - *HMS Euryalus* II 1803 Allen Yedlinsky

- The Fully Framed Model, *HMN Swan Class Sloops 1767-1780 vol I* David Antscherl
- The Fully Framed Model, *HMN Swan Class Sloops 1767-1780 vol II* David Antscherl
- The Fully Framed Model, *Building the Swan Class Sloop Pegasus 1777 vol III* Greg Herbert
- The Fully Framed Model, *Rigging a Sixth Rate Sloop of 1767-1780 vol IV* David Antscherl
- *SWAN IV, Sail Making Supplement* David Antscherl
- The Fireship *Comet* David Antscherl
- The Greenwich Hospital Barge of 1832 David Antscherl
- *Message in a Model: Ab Hoving*
- *Scantlings of Royal Navy Ships 1719-1805* Allan Yedlinsky
- *17th and 18th Century Ship Models from the Kriegstein Collection 2nd ed*
- The Rodgers Collection of Dockyard Models I. Grant Walker
- The Rodgers Collection of Dockyard Models II. Grant Walker
- The *Hayling Hoy* of 1759-1760 David Antscherl
- *Waterline Dioramas (A Model builders Artform)* Justin Camarata
- *Valkenisse* Rob Napier
- *Warships for the King* Tobias Philbin and Richard Endors

You can find descriptions of these books on the website <https://www.seawatchbooks.com>

I have no idea about the publishing world and hope someone can pick up the licensing and or IP rights to these as they have been a wonderful addition to our hobby. Happy modeling Deo Volente Michael Dowler

Houston Maritime Museum

Models have been construction tools since ancient times, when shipbuilders used them as blueprints for the construction of new vessels. Similarly, contemporary maritime engineers build models to test the performance of new designs in high-tech basins. But for most hobbyist craftsmen and for those of us who encounter ship models in museums, the allure of the miniature creations lies in their artistic beauty and portrayal of intriguing historical tales.

"I've written a lot of books on maritime history, and I sometimes use the models as a way of
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learning more about how the ships operated," says Mark Lardas, president of the Gulf Coast Ship Modelers Society. For example, Lardas built a model of *La Pinta*—one of the ships Christopher Columbus sailed across the Atlantic Ocean in 1492—to help resolve questions he had about *La Pinta's* rigging. "I enjoy getting away from computers for a while and working with my hands," says Lardas, an engineer by day. "Plus, it's an opportunity to tell a story because I tend to build dioramas of ships, rather than just the ship."

Members of the Gulf Coast Ship Modelers Society meet once every two months at the Houston Maritime Museum to give presentations about their work and exchange tips and ideas. It's a natural setting for the group, considering the museum is home to the state's largest display of ship models with 178 in its exhibit rooms (and dozens more in storage). Society members have contributed models to the museum's collection and also help maintain the small-scale vessels, which range from tiny ships in bottles to models that are as big as six feet long and equally as tall.

In nine galleries, the Houston Maritime Museum explores the progression of seafaring history with models, artifacts, and information. The museum's galleries trace the history of sailing from Egyptian and Roman trading boats to elaborate sailing ships of the Age of Exploration to World War II battleships and contemporary research vessels. Models accompany each chapter of the story. One of the most striking is a six-foot-long model of the British Navy's 1778 *HMS Victory*, with at least a dozen sails and 104 cannon guns poking out from four wooden decks.

The Houston Maritime Museum also highlights its hometown's vital link to the maritime world with the exhibits *Energy Industry* and *Houston's Story: From Bayou to Ship Channel*. "Many people in Houston don't even know that we have a port, but the origins of Houston are a maritime story," Director Leslie Bowlin says. "The exhibit talks about the progression of Buffalo Bayou into the Ship Channel it is today. That's really Houston's gateway to the rest of the world."

A model of the paddleboat *Laura* recalls the efforts of Houston founders August and John Allen to prove that Buffalo Bayou was commercially navigable. In 1837, they orchestrated *Laura's* voyage from Galveston Bay to Houston. The exhibit also chronicles Houston's role as a shipping port in 19th-century cotton trade; the opening of the Houston Ship Channel on Buffalo Bayou in 1914; Houston shipbuilder's contributions to World War II; and modern-day shipping commerce. Intricate models of a WWII

infantry landing craft, a channel pilot boat, tankers, and barges illustrate the story.

Bowlin says the ship models give visitors a better understanding of the scale of historical sailing vessels and how they operated and evolved over time. "From an artistic standpoint, they're quite beautiful," she says. "People really enjoy looking at them, and they're cool aids for explanation." Back in College Station, Glen Grieco, Director CMAC Ship Model Laboratory, is shipping his two models of the steamboat *Heroine* to museums in Oklahoma, and his latest *La Belle* model is taking shape for display at A&M. He's also working on a model of a Colonial-era Hudson River sailing ship.

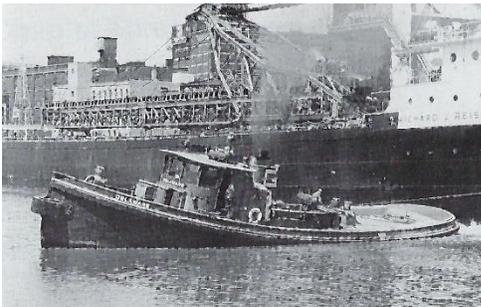
After the attacks of September 11, 2001, excavators found the sloop's wreckage buried under the site of the World Trade Center towers; archeologists believe the boat was junked in the 1790s and used as landfill.

With each model, Grieco explores another slice of history through the prism of boats. "One of the interesting things about it is that all of the technology of the day was incorporated into a ship," Grieco says. "A large ship was a society in itself. If it was a large enough ship, you needed to have a blacksmith, a cook, doctors—it incorporated everything."

From the May 2017 issue

Tugs

Delaware



The above photo is of the *Delaware*, a steel Great Lakes diesel-electric harbor tug converted from an old-style steam tug. She was built in 1924 by the Great Lakes Towing Co. as hull #50 and converted to a 120-horsepower diesel in 1951. At enrollment she had measures of 71' x 20' x 11' and gross tonnage of 95 with a net tonnage of 46. She was issued official number 223616 at enrollment.

Her owners found it economical to convert her to diesel because they found the hull was still in good condition after many years working in fresh water. She was powered by a Cleveland 12-278 diesel engine, with a Farrel-Birmingham reduction

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gear, at a ratio of 4.233:1. The engine turned a 102" x 87", three-bladed, fixed pitch, stainless steel propeller. She was a single screw tug, rated at 1,050 horsepower.

In the photo above, she is pulling the self-loading ore carrier *Richard J. Reiss* away from her berth. Notice how the tug is heeling to port as the skipper puts the full weight of the tug into the towing hawser. The *Delaware* was scrapped in 2014 at Cleveland, OH.

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

Alva B



Alva B, a wooden Tug, built by the Union Dry Dock Co. of Buffalo, NY in 1890. Union Dry Dock had been organized in 1870 and launch their first propeller in 1871. In 1896, the Buffalo Dry Dock Co. was formed adjacent to the Union Dry Dock yard. In 1899 the two ship building companies merged under the Buffalo Dry Docks name. In 1900, American Ship Building Co. of Cleveland leased and operated the Buffalo Dry Dock site and ownership of the site was transferred to American Ship Building Corp, in 1910.

Built as hull #54 for the Vessels Owners' Towing Co., Buffalo, the *Alva B* was enrolled with measures: 73.6' x 18.5 x 10.5' with gross tonnage (GRT) of 83 and Net Tonnage of 41. She was given official number 106738 and was powered by a non-condensing engine, 22" bore x 24" stroke, and rated at 425 hp. She was also equipped with an 8'2" x 15', 140 psi, firebox boiler.

In June 13, 1891, the *Alva B* struck and sank the steam excursion vessel *American Eagle* 2-miles off Cleveland, OH. No lives lost. Her ownership changed to Great Lakes Towing Co., Cleveland in 1899; to H.S/ Kerbaugh, Inc., Buffalo in 1914; and to the American Towing Co. of Buffalo, in 1917.

November 1, 1917, 22 miles west of Cleveland, OH at Avon Point, the *Alva B* stranded. She was destroyed by the weather and foundered on Nov. 8th before she could be recovered. It was reported that she had lain for some time at Sandusky, OH and had dried out. Her propeller is on display at Avon lake, OH.

Lawrence C. Turner



The *Lawrence C. Turner*, a 118-foot over-the-lakes and salvage tug, owned by the Great Lakes Towing Co., was built in Chicago in 1903 as a steel steam tug as *M.F.D.S No. 15* for the Milwaukee Fire Department. Built by the Shipowner's Dry Dock Company, the *MFDS 15* was for use in Milwaukee along its busy waterfront. She housed three pumps made by the American Fire Pump Company of Seneca Falls, New York, that could spray 9,000 gallons of water per minute. She was 106 feet in length, and possessed a 26-foot beam.

Traditionally, the beverage of choice for a christening is champagne. However, in the case of *M.F.D.S No. 15*, which was built to serve the Milwaukee Harbor, event organizers decided to christen the vessel with the beverage that "made Milwaukee famous" — beer.

M.F.D.S No. 15 patrolled the port of Milwaukee for almost 45 years. She saw a lot of action that one might consider traditional marine firefighting. Industrial fires like the one at the Pioneer Waste Paper Company in 1930 were typical of her work. One of Milwaukee's worst waterfront fires began at the Salt Dock and threatened much of that port, particularly after it spread to the Hilty Lumber Company. *No. 15* labored for hours to help stop the spread of a fire that destroyed most of the lumber company, the Cutler- Hammer Plant and the coal docks. *The Sheboygan Press* noted that the fire tug made a "sensational dash through the flames" to perform its duties.

Enrolled with USGC # 200669, she measured: 106.1' x 26' x 13.5' and a GRT of 132. She was acquired by the Great Lakes towing Co. in 1952 and renamed *Lawrence C. Turner*. She was converted to a towing vessel in 1953 and re-powered with a diesel engine - Cleveland 16-278A. In 1972 she was renamed *Ohio*.

In 1977, the tug was repowered with a EMD 16-645-E6 diesel engine; a Falk Reverse reduction gear, at a ratio of 3.571:1. The engine turned a single, 102" x 72", stainless steel, five blade, fixed pitch propeller; rated a 2,000 horsepower.

In 2015, The Great Lakes Towing Company put the *Ohio* in layup when new Coast Guard regulations made the 112-year-old vessel obsolete. For the next three years, the *Ohio* sat in Cleveland in the shadow of the Cargill salt mine facilities. In this element, the *Ohio* suffered. In 2018, The Great Lakes Towing Company donated the tug to the National Museum of the Great Lakes to be restored as a museum ship. In the early morning of October 18, 2018, the tug *Ohio* was towed to the museum's dock in front of the laker *Col. James M. Schoonmaker* Museum Ship.

The museum's volunteers began restoring the tug in the fall of 2018, cleaning the interior and making repairs to the galley and pilothouse. Professionals handled repairs to the hull and decks as well as sandblasting and painting. On June 21, 2019, the Museum Tug *Ohio* was dedicated. The photo below is of the tug – *Ohio*.



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

Presentation Schedule:

2020

~~Jan 18 — Research~~
~~Feb 15 — Scratch Building~~
~~Mar 21 — Canceled~~
~~Apr 18 — Zoom Training~~
~~May 16 — Bending Wood — Zoom~~
~~Jun 20 — Small Boat Making — Zoom~~
~~Jul 18 — Fairing a Hull/Cooper Plating — Zoom~~
~~Aug 15 — Rope Walk~~
~~Sep 19 — Soldering~~
~~Oct 17 — Byrnes Sander Demo~~
Nov 21 — Kurt Van Dahm — Air Brush Painting
Dec 19 — Open

Events & Dates to Note:

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 6 & 7, 2021

66th "Weak Signals" R/C Model Show

Seagate Convention Ctr.
401 Jefferson Ave. Toledo, OH
April 03-04, 2021

31st North American Model Engineering Expo.

Yack Arena
Wyandotte, MI
April 23-24, 2021

44th Midwestern Model & Boat Show,

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

Constant Scale R/C Run – Carmel, Ind.

Indianapolis Admirals reflecting pond
Carmel, IN
May 15 & 16, 2021

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 18, 2021

NRG Conference

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

Toledo Antique & Classic Boat Show

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

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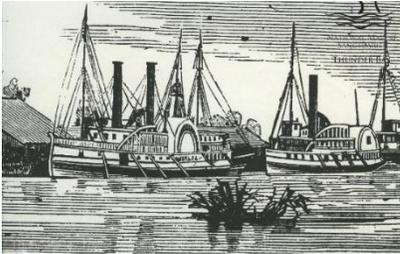
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Wooden Steamers

1851 – Part 2



Maple Leaf: George Thurston, master carpenter at the Kingston Marine Railroad, Kingston, Ont., built for the Donald Bethune & Co. a wooden, sidewheel steamer of 398 tons (old style) with measures of 173.2' x 24.7' x 18.6' and powered by a vertical beam (Walking Beam), low pressure engine, with a 52" bore x 132" stroke that had originally been installed in the sidewheel steamer *Niagara* (C-1840) and rebuilt at the Kingston Foundry. She was launched on June 18, 1851 and had been built for the passenger, package freight trade and would run between Hamilton, Ont. and Montreal, P.Q. Her masters for the 1851-52 season was Captain Neal Wilkinson. In April 1852, while bound down from Hamilton, Ont., the steamer *Maple Leaf* collided with the up bound sidewheel steamer *Magnet* off Presqu'île Harbour, Lake Ontario. Both steamers incurred damages. Her master for the 1853 season was Captain J. Dick. In May of that year, while up bound for Hamilton, Ont., the steamer *Maple Leaf* broke her walking beam off Long Point, Lake Ontario. She was towed into port for repairs. Her master for the 1854 season was Captain Kerr. In June of that year the steamer *Maple Leaf* had her machinery disabled near Cobourg, Ont., Lake Ontario. She was towed into port for repairs

Ownership of the steamer *Maple Leaf* was changed to Lake Ontario International Steamboat Co., Rochester, NY in 1855. The *Maple Leaf* maintained Canadian registry and ran Charlotte, NY to Toronto, Ont. Her masters for the 1855-56 season was Captain Kerr and for the 1857 & 58 season, Captain George Schofield.

In January 1859, her ownership was changed to George Whitney, Rochester, NY changing her registry to the United States. Nine days later her ownership was changed to Captain George Schofield, who remained her master through 1862. The steamer *Maple Leaf* had her machinery disabled in March of 1859, while six mile out of Charlotte, NY on Lake Ontario, requiring a tow into port for repairs.

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She ran a triangular route between Charlotte, Colborne, Cobourg and Port Hope for the 1861 & 62 seasons. March 1862, while in winter layup on the Genesee River, a freshet, carrying ice and much water, broke the steamer *Maple Leaf's* moorings and drove her out onto Lake Ontario. With a solitary individual aboard and no steam up. She drifted a mile east of the river mouth. Captain Schofield and some of the crew rowed out and boarded the vessel. They were able to start one boiler and bring the ship back to port for repairs.

In August of 1862, ownership of the steamer *Maple Leaf* was changed to J. H. Lang & Delano. Boston, MA, a provider of steamers for the U.S. government during the Civil War. The *Maple Leaf* went down the rapids of the St. Lawrence River to be chartered to the U.S. Quartermasters Department through April 1864. Her master during her charter period was Captain Henry W. Dale. She was used by the Union Army as a transport of men, equipment and horses between Baltimore, Fort Monroe, Fort Delaware, Norfolk, and Folly Island, S.C. June 1863, the steamer *Maple Leaf* was transporting 97 Confederate officers from Fort Monroe to Fort Delaware when they over powered their guards and escaped back into North Carolina. March 1864, while carrying personnel, equipment and supplies for the 112th New York, 169th New York and the 13th Indiana Volunteers, the steamer *Maple Leaf* was sent to Jacksonville, Fla, where she discharged her cargo. Returning down the St. Johns River, she struck a confederate torpedo (mine), sinking the steamer on March 31, 1864.

The wreck of the sidewheel steamer *Maple Leaf* was discovered in 1984 and is now a research site.



Minnesota: The Holt, Palmer & Co., Buffalo, NY purchased from ship builder F. N. Jones, Maumee City, OH a wooden sidewheel steamer that was enrolled at Buffalo, NY, April 24, 1851. Rated at 749 45/95 tons (old style) she had measures of 235' x 30' 10" x 10' 8" and a vertical beam, low pressure engine, 60" bore x 120" stroke, vertical side lever, built by Buffalo Steam Engine Works, Buffalo, NY.

She was built for the passenger, package freight trade and would run Buffalo, NY to Chicago, IL with stops at ports along the way. Master of the steamer *Minnesota* for the 1851 season was Captain J. W. Brett. September 1852, the steamer *Minnesota* broke her machinery during a gale on Lake Erie. She was towed into Buffalo for repairs with property loss set at \$200. Her master for the 1853 season was Captain Bennett. Late in June of 1853 the steamer *Minnesota*, laden with grain, broke her arches during a gale on Lake Michigan. Her property loss was set at \$1,200. In October of that year while bound down, Chicago to Buffalo, the *Minnesota*, laden with grain and flour, struck rocks in the Detroit River about a half mile above Malden, Ont. and sank in 4 fathoms or water.

At a public auction held at Detroit, MI, in November 1853, the hulk of the steamer *Minnesota* was sold as she laid in the Detroit River for \$4,500 to a consortium of investors, including W. F. Roelofson, Sylvester Larned, F. Backus and E. A. Lansing. She was raised and towed to the dry dock for repairs.

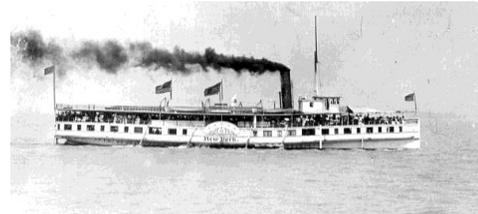
Ownership of the steamer *Minnesota* was transferred to Sylvester Larned, Detroit, MI in May 1855. September of that year, the steamer *Minnesota* lost her smoke stack during a gale on Lake Erie. The following month she struck a pier at Cleveland, OH and damaged her hull. She was repaired with the property loss for the hull set at \$2,500 and the cargo set at \$3,000.

Ownership of the steamer *Minnesota* was changed to A. Cutter & Schuyler Coxe, Buffalo, NY in March 1856. Two months later, May 1856, the steamer *Minnesota* and the propeller *Jersey City* (US-1855) collided off Grand River, Ont, Lake Erie. The *Minnesota* was struck 20 feet from her bow, cutting her down two feet below the waterline. To raise the cut above the water the captain had the crew throw overboard between 400 & 500 barrels of flour and high wines. She then put in to Fairport, OH to discharge 1,000 barrels of freight before proceeding to Buffalo, NY for repairs.

The Lake Erie Transportation Co, A. R. Cobb, president, formed in 1856 at Buffalo, NY purchased the steamer *Minnesota* in May of that year. She was part of a line that ran between Buffalo, NY and Sandusky, OH, touching at Cleveland, OH. In August of 1857, the steamer *Minnesota* went aground on West Sister Reef, in the western basin of Lake Erie.

At the end of the 1860 season, ownership of the steamer *Minnesota* was changed to Marcellus Kennedy & Silus Dakin, Medina, NY. Four months later, before the start of the 1861 season, ownership of the *Minnesota* was changed to Robert Clark,

Chicago, IL. She ran between Chicago, IL & Traverse Bay, MI. on Lake Michigan. June of that year, the steamer *Minnesota* went aground on Hog Island in north eastern Lake Michigan and required to be lightered to be released. The following month, the steamer *Minnesota* and the schooner *W. H. Craig* (US26216) were damaged when they came in contact at Chicago. Late September 1861, while down bound from Chicago, the steamer *Minnesota* broke her arches during a gale on Lake Michigan and sprang a leak. She was run ashore on Summer Island at the entrance to Green Bay to keep her from sinking. The same gale tore her to pieces where she lay. No lives were lost.



New York: John Oades, master carpenter at Merrick Shipyard, Clayton, NY, built in 1851 for the Ontario & St. Lawrence Steamboat Co, Ogdensburg, NY, Elijah B. Allen, president, a wooden sidewheel steamer of 995 1/95 tons (old style). The steamer was enrolled at Ogdensburg, NY, July 26, 1852 with recorded measures of 234.75' x 32.5' x 13.5'. She was powered by a vertical beam, low pressure engine with a 60" bore x 144" stroke, 450 horsepower, built by H.R. Dunham, & Co., New York, NY. She was built for the passenger, package freight trade and ran between Ogdensburg, NY and Lewiston, NY with calls at Oswego, NY, Toronto and Kingston, ONT. Master of the steamer *New York* for the 1852 to 58 seasons was Captain Richard B. Chapman. During the panic of 1857-58, the steamer *New York* was laid up

In 1858, the Ontario and St. Lawrence Steamboat Co. became the Ontario Steam Boat Company, Elijah B. Allen, president. The steamer *New York* was part of that transfer. Her master for the 1859 season was Captain James Van Cleve.

Ownership of the steamer *New York* was sold in 1861, Canadian, to Hathaway & Small, St. John, N.B., and she was brought down the Saint Lawrence River to operate on the east coast between St. John and Boston, MA. With the outbreak of the Civil War and the needed demand for "bottoms", the operation of the steamer *New York* was chartered to the U.S. Quartermaster Dept. December 1861, for three months at \$600.00/day. Her master for 1862 was Captain A. McKenzie. July 1862, the steamer *New York* was rechartered to the U.S. Quartermaster Dept. for 1,042 days starting at \$600/day then

dropping to \$400 and then \$300/day. The *New York* was stationed at Fortress Munroe, Hampton Roads, VA and carried "exchange prisoners" and soldiers' mail.

After the war, the steamer *New York* was enrolled as a passenger steamer belonging to International Steamship Co. New Brunswick, and readmeasured: 223 x 33 x 12; 1110.39 grt - 675.36 net. May 11. 1865. She was placed on the Boston, MA, Portland, ME-St. John's, NB route and assigned the official number 18324. Her masters were Captain M. M. Drake, 1866 season, Captain William Cummings, 1871 season, and Captain David Bordeaux for the 1879 season. In 1880, the steamer *New York* was transferred to the Boston, MA to Salem, MA route.

Ownership of the steamer *New York* was changed in 1885, to E.A. Souder & Co, Philadelphia, PA and she ran excursions on Delaware Bay excursions. Her master in 1886 was Captain Cornelius B. Chatterton.

May 21, 1894, the sidewheel steamer *New York* caught fire and burned at her dock, Camden, NJ. Her enrollment was surrendered and anointed as "Total loss".

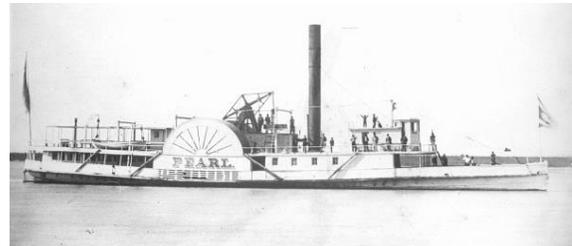
Northerner: Samuel W. & Alvin A. Turner, Ohio City (Cleveland), OH built in 1851 for a consortium of owners including Samuel W. Turner, & Alvin A. Turner, 11/16 shares, Cleveland, OH; Michael Dousman, 4/16 shares; B.G. Sweet 1/16 share, a wooden sidewheel steamer of 514 75/95 tons (old style). She was enrolled at Cleveland, OH, May 16, 1851 with measures: 186.58' x 26.66' x 10.75' and equipped with a vertical beam engine, builder unknown. She was built for the passenger, package freight trade and placed on a ran from Cleveland, OH to Sault Saint Marie, with service stops at Detroit and Mackinac. Her master for the 1851 – 54 seasons was Captain Brimsley G. Sweet. During the winter lay up of 1852-53. She was repowered at Cleveland with engine built by Cuyahoga Works, Cleveland, OH. Bound down. November 1854, from Sault Ste. Marie to Detroit, the steamer *Northerner* was damaged on the Saint Clair Flats, Lake St. Clair sustaining a property loss of \$200.

In 1855, ownership of the steamer *Northerner* was changed to Darius Cole, A.S. Kelsey both from Detroit, MI; et al. In May of that year, the steamer *Northerner* collided with schooner *Falcon* (US9190) in St. Clair Flats. Property loss damage set at \$150. In April of the 1856 season, bound up, Detroit, MI to Saginaw, MI, the steamer *Northerner* collided with the steamer *Forest Queen*, (U37061),

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about four miles above Fort Gratiot, MI, Lake Huron and sank. Property loss for the hull was set at \$20,000 and her cargo at \$3,000. Out of the 134 passengers and crew aboard, twelve lives were lost.

Ontario: In 1851, D. & J. McCarthy, Sorel, P.Q., built for D. Torrance, Montreal, P.Q. a wooden sidewheel steamer of 284 tons (old style). Her measures were: 176' x 25' x 10' and she was powered by a walking beam, low pressure engine, 46 1/2' bore x 72" stroke. She was enrolled in 1851 at Montreal, Que. Intended for the passenger, package freight trade on Lake Ontario. Her master for the 1851 season was Captain C. L. Armstrong. September 1853, the steamer *Ontario* and the U.S. propeller *Vermont* collided off the Lake Ontario entrance to the St. Lawrence River. The propeller struck the steamer just forward of the saloon and carried away the side as far back as the wheel house. The propeller put back into Cape Vincent, NY for repairs and the *Ontario* continued to Kingston for her repairs. No injuries were reported. Her master for the 1854 season was Captain Stalker. In late November of that year. The steamer *Ontario* went ashore on Nicholson's Island, near Prince Edward, Lake Ontario during a gale. She was lying with six feet of water in her hold. Her cargo, consisting mainly of sugar valued at 30,000 Canadian Pounds, was salvaged and her engine and boiler were placed up for auction. Enrollment for the sidewheel steamer *Ontario* was closed March 25, 1863 and endorsed "Wrecked and broken up - 1854".



Pearl: John L. Wolverton, Newport (Marine City), MI, in 1851, built for Eber & Samuel Ward, Detroit, MI a wooden sidewheel steamer that was enrolled at Detroit, MI on June 22, 1851. Her measures were: 184' x 21' 1" x 7' 6" and her tonnage (old style) was 251 30/95. She was powered by a walking beam, low pressure engine with a 34 1/2" bore x 108" stroke and was built by Detroit Locomotive Works, Detroit, MI. She was intended for the passenger service on the Saint Clair River, running regularly during the season between Detroit, St. Clair and Lexington, MI on Lake Huron. Her master for the 1851-52 season was Captain John B. Goodsell.

Ownership of the steamer *Pearl* was changed to Stephen Clement, Detroit, MI in October 1854 with her master for the season, Captain Henry Fish and for the 1855-57 seasons, Captain R.S. Whitcomb.

In September 1857, ownership of the steamer *Pearl* was changed to Rodney S. Whitcomb, Detroit, MI. In September 1856, the steamer *Pearl* went aground, near Fighting Island on the Detroit River. When released her damage was set at \$1,600. July 1857, the steamer *Pearl* collided with the sidewheel steamer *Islander* (US - 1846) on the Detroit River. The *Islander* sank but was later raised.

Ownership of the steamer *Pearl* was changed in September 1857 to Peter Young, Trustee, Detroit, MI.

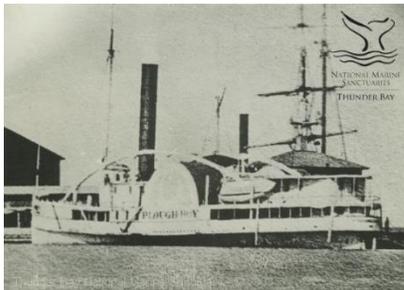
In 1858, her ownership was changed to Edward Shepard and J.E. Smith, both from Detroit, MI. Her master was Captain Edward Shepard.

In 1861, her ownership was transferred to Sidney Shepard, Buffalo, NY and Jeremiah E. Smith, Detroit, NY.

In April 1862, ownership of the steamer *Pearl* was transferred back to Edward Shepard, Detroit, MI. In that same year her ownership was changed to John Anderson; Richmond, MI; Joseph R. Berthlette, Milwaukee, WI.

In 1865 her ownership was recorded as shared between John Anderson, Richmond, MI; John J. Bagley; David Trotter, Cleveland, OH; and Joseph R. Berthlette, Milwaukee, WI. May 18, 1865, the steamer *Pearl* had her enrollment measures changed at Detroit, MI to: 165' x 20.58' x 7.83'; 314.70 grt.

In 1866, her ownership was held by John Anderson, Richmond, MI; John J. Bagley; John A. Sloan; and David Trotter, Cleveland, OH. The steamer *Pearl* was laid up in 1866 and her engine was removed and installed in the steamer *Metropolis* (U17608). The *Pearl* was dismantled and converted to a barge in 1869. Final disposition is unknown.



Ploughboy: J. McDermott, Chatham, Ont., located on the Thames River, which empties into Lake St. Clair, built for Captain W. Eberts also of Chatham, Ont. a wooden sidewheel steamer, for the passenger,

package freight trade between Chatham and Amherstburg, Ont on the Detroit River. The vessel was launched June 24, 1851 and had measures of 170' x 28' x 8' and a tonnage (old style) of 450. She was powered by a side-levered engine with a cylinder, 42" bore x 48" stroke, built by Ward Iron Works, Montreal, Que. and originally installed in the sidewheel steamer *Constitution* (1832). Her master for the 1851 – 53 seasons was Captain W. Ebert.

Ownership of the steamer *Ploughboy* was changed to T. F. Park, Amherstburg, Ont. in 1854. She was placed on the passenger, package freight trade between Amherstburg and Buffalo with Captain S.S. Hollywood as her master for the 1854 – 55 seasons. In May 1854, the steamer *Ploughboy* went ashore near Fort Erie, Ont., on the Niagara River in dense fog. Bound up for Amherstburg in June 1855, the steamer *Ploughboy* broke her shaft south of Port Stanley, Ont., Lake Erie. She was repaired with her property loss set at \$1,000. During winter layup, 1855-56, she received a new boiler built by De Graff & Kendrick, Detroit, MI. Her master for the 1856-57 season was Captain Duncan Rowan. For the 1856 season, the steamer *Ploughboy* ran between Buffalo, NY and Port Stanley, Ont. Up bound, the steamer *Ploughboy* went ashore at Saugeen River, Southampton, Ont., Lake Ontario. Released with a property loss set at \$2,500. June 1857, she stranded in the St. Clair River near Walpole Island. In 1858 she ran between Collingwood, the Bruce Mines, Sault Ste Marie and St. Joseph on Lake Huron and Georgian Bay. July 1859, bound up on an excursion trip, the steamer *Ploughboy* upon arriving at Lonely Island, Georgian Bay, she broke her cross-heads and had to shut off steam. Without power and at the mercy of the winds and waves, she drifted towards the shoals off Chabot Point and within fifty yards of the shoal, her anchors caught bottom and held until the sidewheel steamer *Canadian* came to take her in tow to Collingwood, Ont.

Ownership of the steamer *Ploughboy* was changed to McLeod & Park in 1860 and her master was Captain D. W. Mclean for the 1860 – 63 seasons with F. Robart as chief engineer in 1863. In August 1863, bound up on an excursion trip with 40 passengers, the steamer *Ploughboy*, broke the strap the connected the crank to the walking beam, forcing the piston through the cylinder head, when 30 miles off Little Current, Ont, Manitoulin Island, Lake Huron. The vessel was anchored and assistance was sent for. During winter layup, the steamer *Ploughboy* received large repairs and was converted for the towing trade. She was renamed *T. F. Park* and her master for the 1865 season was Captain C. F. Moore. November 1869, the steamer *T. F. Park* was

damaged while wrecking at Sault Ste Marie. Repaired.

Ownership of the steamer *T. F. Park* was changed to James M. Valentine in 1870. While moored near the Detroit and Milwaukee grain elevator, she was being converted to run in a passenger line on Lake Erie, between Port Stanley, Ont. and Cleveland, OH, when the *T. F. Park* caught fire and burned to the water's edge, sinking. She was declared a total loss June 03, 1870.

Protection: On the shore of the St. Lawrence River at Brockville, Ont, George H. Notter built a wooden propeller for H. & S. Jones & Co., Brockville, Ont. The vessel had a length of 135' and breath of 23' with tonnage (old style) of 120. Her engine is unknown. She was built for the passenger, package freight trade between Montreal, Que. and the Upper Lakes. Her master for the 1856 season was Captain McDonald. Bound up for Toronto in August 1856, the *Protection*, laden with European merchandise, was struck by the sidewheel steamer *Boston*, laden with flour, at Fiddler's Elbow, about six miles below Gananoque, Ont., in the Thousand Island area of the St. Lawrence River. The *Protection* sank in twenty feet of water. She was raised and repaired.

The propeller *Protection*, for the next three years went through changes in her ownership from H. & S. Jones & Co. in 1856, to Jones, McDonald & Co. in 1857, to Jones, Black & Co in 1858.

In 1860, her ownership was changed to Smith & Jardine. She was renamed *Gore* that year and then back to *Protection* in 1861. Her master in 1860 was Captain Nelligan with Henry Odette as chief engineer.

Ownership of the propeller *Protection* was changed in 1861 to Jacques & Tracy's who used the agents Anderson & Ford to manage their steamers. She was engaged in the Bay of Quinte trade on Lake Ontario for the 1861 season. Her master for the 1861-62 season was Captain Peter Farrell. It is believed that the *Protection* was probably rebuilt as a barge in 1864. Her final disposition "Unknown".

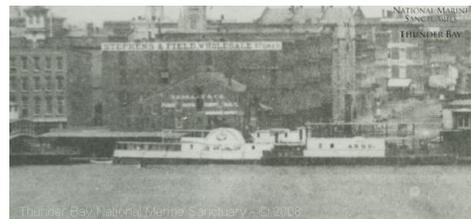
Queen of the West: George S. Weeks, Oswego, NY built on spec for Canadian buyers a wooden sidewheel steamer with measures of 212' x 26' x 11' and a tonnage (old style) of 439 to be used in the passenger, package freight trade. The steamer *Queen of the West* was towed to Hamilton, Ont. to receive her machinery and she was equipped with two engines, each with a 50" bore and 132" stroke. The steamer *Queen of the West* was sold Canadian and enrolled under the same name at Hamilton, Ont.

in 1852. Her master was Captain Masson and on her first commercial voyage it was found that she rolls badly and was unstable. False sides were added in May 1853. She ran between Hamilton, Ont and Toronto, Ont. on Lake Ontario. Having just arrived at McPherson & Crane's wharf when a fire was discovered in the stoker's room. Spreading quickly, she was released from the wharf and drifted out into the stream and then burned to the water's edge. Declared a total loss, July 09, 1853.

Ruby: Her first enrollment issued at Detroit, MI, September 22, 1851, the wooden sidewheel steamer was built by J. L. Wolverton, Newport, MI for Eber Ward II, Franklin Moore & George Foote, Port Huron, MI. The *Ruby* was enrolled with measures of 164' x 21' 1" x 7' 6" and a tonnage (old style) of 251 29/95. She was powered by a vertical beam (walking beam), low pressure engine, with a 38" bore x 96" stroke, that was built by Detroit Locomotive Works, Michigan in 1851. She was built for the passenger, package freight trade on the Detroit and St. Clair Rivers and her master for the 1851-54 seasons was Captain Eber Ward. In September 1853, the steamer *Ruby* broke her shaft and damaged her machinery and wheelhouse while on the Saint Clair River near Algonac, MI. Her damage estimate was placed at \$2,000.

Her master for the 1858 – 63 seasons was Captain C. F. Moore with Charles L. Barron as chief engineer from 1858 - 1860. October 1858, the steamer *Ruby* broke a crank pin at Newport, MI and in October 1861, she collided and sank the scow *B. G. Allen*, at Port Colbourne, Ont. Lake Erie.

Ownership of the steamer *Ruby* was changed to A. D. Dickinson, Detroit, MI in 1863 and to Captain J. P. Ward, Detroit, MI in 1864. Henry Odette was chief engineer in 1864. Steaming on the Saginaw river in 1864, the steamer *Ruby* struck a snag and sank. The following year she was dismantled at Saginaw, MI.



Swan: Charles Howard, Detroit, MI built a wooden sidewheel steamer for the Charles Howard & Co. and Captain Selah Dustin, holders of one-half share each, at Detroit, MI. Enrolled at Detroit, MI, October 28, 1851, she was listed at 138' 9" x 21' 3" x 7' 3" and a tonnage (old style) of 209 13/95, her engine is unknown. She was built for the passenger, package

freight trade and her master for the 1851 season was Captain Selah Dustin. August 1852, the steamer *Swan* caught fire and burned at her dock in Toledo, OH with a property loss set at \$16,000. The hull was towed from Toledo, OH to Detroit and moored at the Pontiac Railroad depot.

Ownership of the steamer *Swan* was changed to Charles Howard and Captain W.L. Pierce, both from Detroit, MI and as equal owners. The steamer was rebuilt at Detroit and her enrollment updated to 138'10" x 18' x 8'6" with her tonnage listed as 202 67/95 tons (old style), March 1854. Her master for the 1854 season was Captain W. L. Pierce. October of that year the steamer *Swan* caught fire and burned to the water's edge at Algonac, MI, St. Clair River. The property loss was set at \$10,000. She was again rebuilt.

Ownership of the rebuilt steamer *Swan* was changed to Captain William Dana, Detroit, MI in May 1855. Captain Dana also served as master.

In June of 1855, the ownership of the steamer *Swan* was changed to Captain Jerry Duprey & Daniel McAlpin, Detroit, MI as equal owners. Captain Duprey was master for the remainder of the 1855 season.

July 1857, ownership of the steamer *Swan* was changed to Captain D.G. McAlpin. Hiram R. Andrew, William V. James, Charles W. Chapel, all of Detroit, MI and were equal owners. Captain D. G. McAlpin was master of the steamer *Swan* for the 1857 & 58 seasons.

In April 1858, ownership of the steamer *Swan* was transferred to William V. James, Hiram R. Andrews, Charles W. Chapel and each were 1/3 owners. October 1858. The steamer *Swan* collided with the schooner *Andover* at Detroit and damaged her wheel & wheelhouse.

June 1859, ownership of the *Swan* was changed to Francis R. Chapel, Detroit, MI. Her master for the 1859 season was Captain John B. Goodell and for the 1860 season, Captain D. G. McAlpine with Henry Odette as chief engineer.

In May 1861, her ownership was changed to Charles T. Harvey, Detroit. The *Swan* was placed on a passenger mail run between Green Bay, WI & Masonville (near Escanaba), MI to Marquette, MI. Her chief engineer in 1865 was Thomas M. Ryan.

In 1866, her ownership was changed to a group of Chicago investors and she left the eastern Michigan waters. Final disposition of the steamer *Swan* – "Unknown".

Vermont: First enrollment for the wooden propeller *Vermont* was issued at Cleveland, OH, October 06, 1851. Built by Sanford & Moses, Ohio City, OH for

Chamberlain & Crawford, Cleveland, OH, she was listed at: 136' 6" x 21' 3" x 9' 3" and a tonnage (old style) of 257 16/95. Her engine was not listed and is unknown. The *Vermont* was built for the passenger, package freight trade and ran between Ogdensburg, NY and Lake Michigan ports. October 1852, the propeller *Vermont*, laden with 100 tons oil-cake, 1,400 bbl. of flour, 100 bales feathers and 15 – 20 tons of butter, while lying at Port Maitland, Ont. caught fire and burned, sinking in 9 feet of water. Her property and cargo loss were set at \$22,000. April 1853, after being rebuilt at St. Catharines, Ont. by A. C. Keating and given new machinery from "Novelty Works", Thomas Towers Esq. Kingston, Ont., her enrollment measures at Cleveland, OH updated to: 136' 1" x 21' 6" x 9' 2", 255 52/95 tons (old style). In September of that year, the propeller *Vermont* struck the sidewheel steamer *Ontario* (US19062) near Cape Vincent, NY, Lake Ontario severely injuring the steamer.

Ownership of the propeller *Vermont* was changed in February 1855 to Crawford & Co., Cleveland, OH and she was assigned to be operated by the Northern Transportation Company, Ogdensburg, NY. September of that year, in the Straits of Mackinaw, the *Vermont* and the schooner *Empire State* (US7816) collided. Property loss set at \$1,000. October 1856, laden with 100 tons of merchandise, the propeller *Vermont* went ashore at Chickenolee Reef, Ont. on the north shore of Lake Erie, near Point au Pelee. October 1857, the *Vermont* broke her shaft, cylinder and other engine parts while steaming on Lake Erie. Property loss set at \$2,500. Her master for the 1858 season was Captain John Brown and for the 1861 season it was Captain Alva Shaver.

The year 1863 was not a good year for the propeller. In May of that year, she struck a shoal in the St. Lawrence River. September, she broke through Lock No. 23, Welland Canal, carrying away the four gates. In November, the upbound propeller *Vermont*, laden with general merchandise, was struck and sunk by the down bound propeller *Marquette* (US-1856, 862 tons) off Long Point, Ont, Lake Erie. No lives were lost.

Some Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The current system of measurement for ships includes:

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

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

P.Q.: Province of Quebec

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

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

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

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

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

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