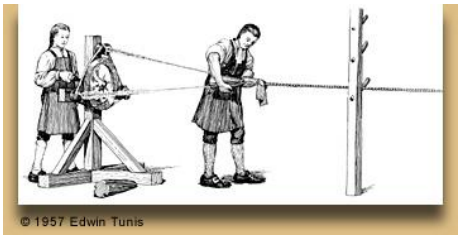


While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969), 82. Used by permission of the estate of Edwin Tunis

Ropewalk

The Newsletter for
Shipwrights of Central Ohio
February 2020

Next Meeting: March 21, 2020
"Lofting & Reading Plans" – J. Amato/B. Nyberg

Table of Contents

Format Change

A new look and a change in format. For those of you who print a copy of this newsletter but may not be interested in the section on "Wooden Steamers", I have move it to the end after: "Events and Dates to Note."

February Meeting

What an attentive group. Good turnout and a lively discussion.

Business

2020 Presentation Planning

You will find the monthly presentation schedule for 2020 on page 5 of this newsletter.

We need presenters for the following subjects:

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

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

Road Trip

We had no opinions on where to take our summer road trip. A committee has been formed to make that decision and present it to the members. The committee is made up of Jerry Amato, Lee Kimmins and Alan Phelps. If you have any suggestions contact Alan. His number is on page 8.

Membership Dues.

It is that time of year again - membership dues for 2020 are due by our March meeting.

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

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

Membership Note

September 2004, The Shipwrights of Central Ohio, was formed over lunch, between Jim Krouse, Ben Morse and myself. Since our formation we have had, at one time or another, 78 dues paying members. We ended 2019 with 19 active members and 3 associate members. The other 56? Some passed away, some moved and some tried it for a year and then moved on either for family issues or they found that ship modeling was not how they wanted to spend their time, they lost interest, and a few just got old. All have, in their own way, enriched our club.

Presentations

Scratch Building: Plans w/o Instructions

Our presentation addressed the question; "How do you get started when you have the plans for a ship and maybe a pile of lumber?" My source was a paper by Gene Bodnar, August 2007 titled "Scratch Building a Model Ship, Chapter 1: Getting Started." The plans used as an example was Chapelle's reconstruction of a fishing schooner that can be found on Plate 4, of his book "The American Fishing Schooner"

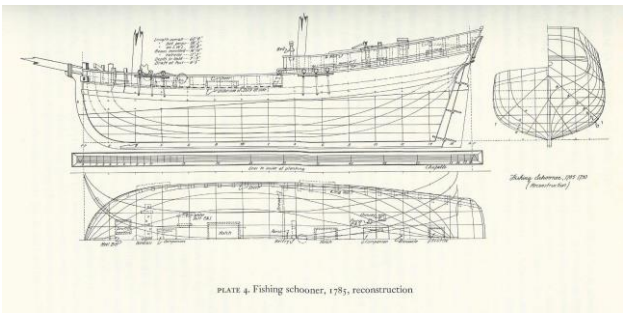
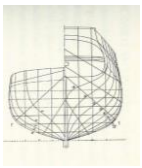
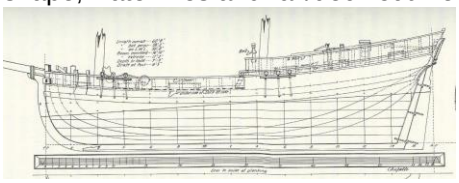


PLATE 4. Fishing schooner, 1785, reconstruction

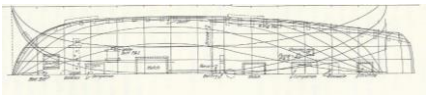
The plans provide all the information one needs to build a model. A *Body* plan to get the shape



of the hull. A *Sheer* plan to determine hull shape, waterlines and rail/deck outline.



And a *Half Breadth* plan to determine deck arrangement and "Room and Space".



There are two items that are very helpful to the modeler: The ruler below the *Sheer* plan to provide dimensions and the note below it stating "lines to inside of planking". This tells the modeler that the lines on the *Body* plan can be used without adjustment.

Scale: The first decision is "what scale do I build?" Chapelle in "The American Schooner" states (on page 36)

- Length = 58 feet
- Beam = 17' 2"
- Depth of Hold – 7' 2"
- Tons = 75 5/95 (old Style)

Depth of Hold: the distance from the underside of the deck plank amidships to the ceiling of the **hold** of a **ship.**

Old Style Tonnag**e:** a volumetric measurement of cubic capacity. It estimated the **tonnage** of a ship based on length and maximum beam.

At ¼" = 1 foot the model length is 14.5". With the scale chosen, the plans can to either scaled up of down to match the scale you want to build at. Since the drawing in the book shows the hull at 5 ¼" you would have to scale up x 2.76.

Type Hull: The second question to be addressed is what type hull will you build: Solid, POB, or POF.

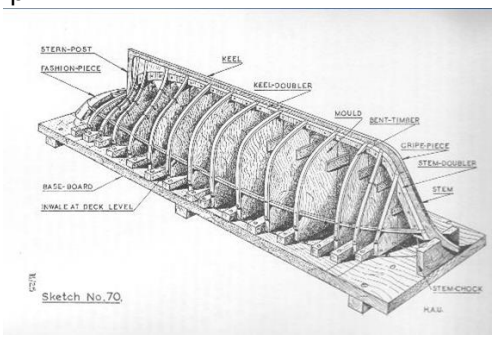
For solid or POB, you can take the hull shapes from the *Body* Plan to draw the patterns required to check the hulls shape at each section line as shown on the *Sheer* plan.

Solid: For a solid carved hull, whether a block of wood or a "bread & butter" for the hull, you will require the *Body* plan – converting it to a series of patterns and labeling each pattern with its number/letter from the *Sheer* plan. Then a band saw or good coping saw to cut out the rough form and then chisels and files to carve the hull.

POB: The *Sheer* plan provides the pattern for the center bulkhead. Draw the section lines and then with the patterns from the *Body* plan select the number of frames you will need to support the planking. You may find that every other section line works or possible every third. Use filler blocks in the bow and stern for planking surfaces. The photo below is a POB jig for building your hull.

You may be wondering how you continue. If you have built ship models before and kept the instructions books, you have the base plan for

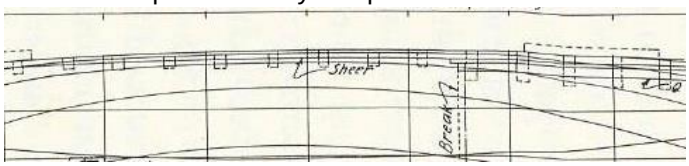
building your model. Use the instruction booklet to rough out your build plan. I build mine in Excel, but a simple journal with the rough plan and the next steps will help



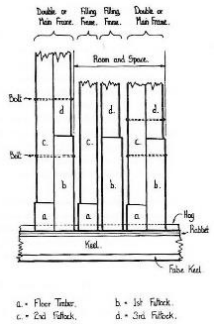
POF: A Plank-On-Frame is similar to what we have discussed but different. Like a real ship, you will be laying the keel, building the frames, and planking the hull. This is the most time consuming, personally rewarding, requires more skills and has a tougher learning curve. To get started, you have to convert the plans you have into a framing plan. Here again you have two decisions. What will be the thickness of your frames and what will be the "Room-and-Space" you will use.

Using a ¼" scale, your frames, in real life, would be 1' thick. Your choice would be to cut your frame from 1/4"-stock or use 2–1/8' thick layers thus providing strength at the joints.

Room-and-Space – the frame width and space between frames. This is the distance between the forward face of a complete main frame and the equivalent face edge of the next main frame. Look carefully at the Half-Breadth plan and you will see the Room and Space used by Chapelle.



The plans are for a fishing schooner, so there are no "filling Frames"



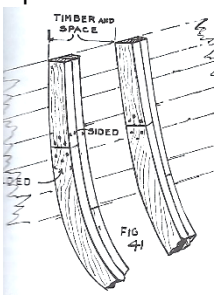
In the photo above, room-and-space is the distance from the right edge of the first frame to the right edge of the second frame and includes the two filling frames. This comes out to be roughly twice the fore and aft breadth (width) of a single frame plus between 2" and 6" for the overall small space between the filling frames and the main frames. On a warship the filling frames provide a solid wall, for protection from cannon balls, behind the planking between the frames. The room-and-space provides ventilation to prevent damp and rot.

In 1780 Room-and-Space was:

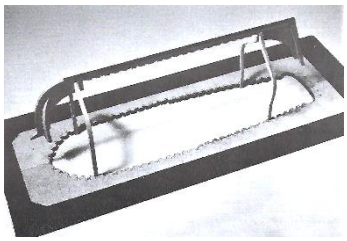
- 100 guns – 33"
- 64 guns – 30"
- 32 guns – 27 ¾"
- 24 guns – 27'
- Sloop – 24"

The frames are 14 ½" and 15" with room ventilation between filling frames at 2" to 2 1/4'". (Information from Goodwin's "English Man of War 1650 – 1850")

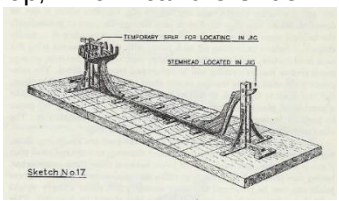
In merchant ships, spacing was wider – they were not expected to be damaged by cannonballs. Charles Desmond "Wooden Ship-Building" uses the term "Timber and Space" below.



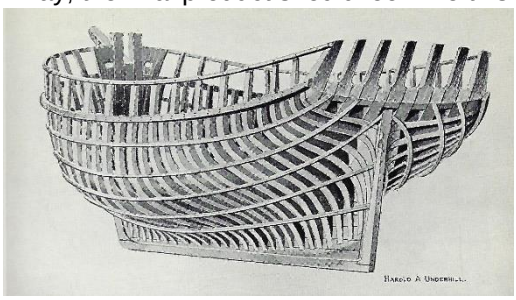
We then covered the building of the hull using the "Hahn Method" (building the hull upside down).



Or right-side-up, which I call the Underhill method.



Either way, the final product should look like this:



Sources referenced for this presentation were:

- "The American Fishing Schooner, 1825-1935" by Howard I. Chapelle
- "The Colonial Schooner, 1763-1775" by Harold M. Hahn
- "Plank-On-Frame Models", Vol. 1 by Harold A. Underhill
- "Wooden Ship-Building" by Charles Desmond
- "The Elements of Wood Construction" by William Henry Curtis

On Another Note

The books by Curtis and Desmond were published in 1919, but had been written during WW I. When the United States entered World War I, the U.S. had warships, but a shortage of transport vessels. This led President Woodrow Wilson to approve, in April of 1917, the greatest shipbuilding program in history: an order for 1,000 300-ft long steamships to be built in only 18 months.

It was also one of the most expensive in history; each ship would cost the taxpayer almost one million dollars.

To monitor progress and enforce the contracts, the *Emergency Fleet Corporation* (EFC) was formed to oversee the 87 shipyards who would participate in the program. With little time to ramp up production and prepare for the order, the shipbuilders were pressed to reach deadlines. To save time and money the builders used wood rather than the more expensive steel, at the time reserved for vessels that would see combat.

The lack of effective oversight was realized when a Congressional report in October of 1918 revealed only 134 ships had been completed. A year and a half into the program, this was well behind schedule. Over 260 ships were less than half-completed, and hundreds more had not yet been started. Germany would surrender on November 11th of 1918. At that time, none of the quickly-commissioned EFC vessels had yet crossed the Atlantic. To this point, the program had officially approved funding and paid for 731 wooden steamships. While over 130 ships had been completed, only 98 had actually been delivered. Of those, only 76 had been used to carry cargo as intended.

Despite the war being over the shipbuilding continued. By September of 1919 the builders had delivered 264 steamships to the government. By this time the United States had no use for the ships; they were left to rot in Mallows Bay. On the Maryland side of the Potomac River just west of Chesapeake Bay, the largest shipwreck fleet in the Western Hemisphere sits half-sunk and decomposing. In the early 20th century, hundreds of U.S. vessels were sent to *Mallows Bay* to be destroyed and scrapped – and to this day the remains of dozens can still be seen in the shallow water.

Ships on Deck:

Decking the hull.

Mary Powell

Lee Kimmins

U.S.S. Michigan
Stan Ross

Queen Anne Barge
Mike Dowler

Restoration Project

Lee Kimmins has finished the work on the model and case and returned it to the owner.

Before

After

It needed cleaned, dusted and some touchup paint. Nice job, Lee.

Odds and Ends

Newsletter “Tips”

How to Straighten Wire

To straighten wire, clamp one end in a vise and chuck the other end into the chuck of a hand drill and slowly turn the handle while walking away from the vise. Soft annealed wire works best as does tinned copper wire. (Compliments from Rocky Mountain Shipwrights “The Scuttlebutt”)

Making Even Knots on Footopes

Footropes on the bowsprit and booms of sailing ships often have knots evenly spaced to provide traction. How do you get evenly spaced knots?

The simple jig pictured below can answer that question. Drive a couple of pins through a board at the spacing you need for your scale on work.

Take your footrope line and tie an overhand knot on each pin. Pull one knot off and rotate the jig 180 degrees.

Tie another knot on the free pin.

Pull off the original knot, rotate the jig 180 degrees, and tie another knot.

Simple and accurately tied knots. (Compliments to the February 2020, BlueJacket's Newsletter, Vol 10, Issue 2.)

Nautical Terms

Sagging: When the trough of a wave is amidships, causing the hull to deflect so the ends of the keel are higher than the middle. The opposite of hogging.
Sail: A piece of fabric attached to a vessel and arranged such that it causes the wind to drive the vessel along; The power harnessed by a sail or sails to propel a vessel; To use sail power to propel a vessel; A trip in a boat or ship, especially a sailboat or sailing ship; In American usage, a *sail* is a tower-like structure on the dorsal (topside) surface of submarines constructed since the mid-20th century—similar in appearance to a sail or fin, but containing instruments and controls for the periscopes to direct the submarine and launch torpedo attacks. A modern sail (or fin) does not perform these functions.
Sail Loft: A large open space used by sailmakers to spread out sails.
Sail Plan: A set of drawings showing various sail combinations recommended for use in various situations.
Sailmaker: A craftsman who makes and repairs sails, working either on shore in a sail loft or aboard a large, ocean-going sailing ship.
Sally ship: A method of freeing a vessel grounded on mud, in which the crew forms a line and runs back and forth athwartships (q.v.) to cause her to rock back and forth, breaking the mud's suction and freeing her with little or no hull damage. When this is required, the crew is given the order *Sally ship!*
Saltie: Great Lakes term for a vessel that sails the oceans.
Salvor: A person engaged in salvage of a ship or items lost at sea.
Sampan: A relatively flat-bottomed Chinese wooden boat from 3.5 to 4.5 meters (11.5 to 14.75 feet) long; generally used in coastal areas or rivers and as traditional fishing boats. Some have a small shelter, and they may be used as permanent habitation on inland waters. It is unusual for sampans to sail far from land as they are not designed to survive rough weather.
Sampson post: A strong vertical post used to support a ship's windlass and the heel of a ship's bowsprit.

Glossary of Nautical Terms Wikipedia;

Midwestern Model Ships & Boat Contest

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

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

2020 NRG Conference

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

Other Notes: "Stuff" - Tugs & Things

Question from Meeting

Brad Smith, at our meeting Saturday, ask if Naval mine sweeps were still made of wood? He sent me a response which follows:

"In the early 1980s, the U.S. Navy began development of a new mine countermeasures (MCM) force, which included two new classes of ships and minesweeping helicopters. The vital importance of a state-of-the-art mine countermeasures force was strongly underscored in the Persian Gulf during the eight years of the Iran-Iraq war and in Operations Desert Shield and Desert Storm in 1990 and 1991.

Avenger class ships are designed as mine sweepers/hunter-killers capable of finding, classifying and destroying moored and bottom mines.

These ships use sonar and video systems, cable cutters and a mine detonating device that can be released and detonated by remote control. They are also capable of conventional sweeping measures. The ships are of fiberglass sheathed, wooden hull construction.

As a side note, the above ships are built by Patterson Building, Inc. – "Peterson Builders, Inc. (PBI) was known as one of the most versatile

shipyards in the world. Their versatility is what grabbed the attention of the United States Navy after WWII which awarded the company contracts to construct minesweepers.

Located in Sturgeon Bay, WI, PBI goes back to 1908 when Fred Peterson started his career in his father's boatyard as a company known as Peterson Boat Works. In 1918, Peterson Boat Works burned down, though it wasn't until 1933 when Fred rebuild Peterson Boat Works. The company was known for building vessels for their private clients. They were especially known for building a reliable wooden ship. During World War II, the company did business with the United States Navy and Army, building sub chasers and rescue boats that were used during the war. However, PBI was most famous in the shipbuilding world for building state-of-the-art minesweepers after World War 2.

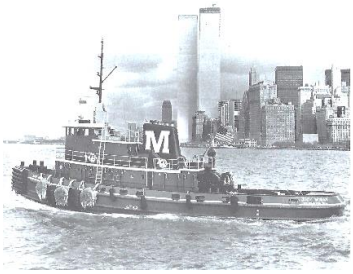
Ellsworth Peterson, son of Fred and Irene, began his maritime career in 1941 when he served on tankers in World War II. Fred came back to the family business after World War II and worked under his father for 20 years until he became president in 1965. Under Ellsworth's leadership, PBI emerged as an international shipbuilder, constructing over 800 different ships for 13 countries. The biggest contract that Fred landed was the naval contract for building the **Avenger mine countermeasure ships** to replenish the navy with new minesweepers.

Wood Source

On "Ships of Scale" this past week there was a notice on a source of wood strips. Amazon sells "Cafe Grade, Biodegradable Wood Coffee Stirrer 1000 Ct, 5.5 In. Bulk Birch Wooden Beverage Stirring Sticks" for $7.91 plus shipping. They are 3/16' x 5 ½" x 1/32" fairly straight grain birch. Would be good for small boat planking, or filler wood on frame edges.

Tugs

Judy Moran



Designed for harbor and costal work, she was built in 1972 at Morgan City, LA for Moran Tug & Transportation. She was 107' 2" x 31' x 17' 2" and was equipped with a 3300 HP diesel engine. She was designed to exceed all Coast Guard safety and stability requirements. She was also designed to push using the barge's notch.

Moran T&T was founded by Michael Moran, an Irish immigrant who started out as a mule driver on the Erie Canal in 1850. In 1860, he founded Moran Towing with a half interest in the steam tugboat *Ida Miller,* based out of New York. By 1880 the fleet consisted of 10 tugs, handling general towing, shiphandling and the City of New York's garbage-hauling contract. Today, Moran T&T is one of the largest tugboat services in the United States.

Note: In the photo above the World trade Towers in the background.

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

Lloydsman

The ocean rescue tug *Lloydsman* owned by United Towing Co. of Hull, UK. Built in Leith, Scotland in 1971, she is 264.7' x 48' x 24.3' and powered by twin diesel engines generating 16,000 HP that turned a single controllable-pitch propeller. She equipped with electro-hydraulic steering, 1500-ton bunker capacity, closed-circuit TV, two towing winches, two 10-ton derricks, air conditioning, two-berth hospital, 5-ton capacity per day freshwater generators, plus two radars, radio, depth sounders and electronic navigation.

The photo above shows her testing her fire-fighting equipment. Her two pumps that supply her fire and salvage equipment have a maximum capacity of 1200 tons per hour at 100 pounds per square inch pressure.

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

Events & Dates to Note:

2020

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

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

64th "Weak Signals" R/C Model Show
Seagate Convention Ctr.
401 Jefferson Ave. Toledo, OH
April 03 - 05, 2020

North American Model Engineering Expo.
Yack Arena
Wyandotte, MI
April 18 - 19, 2020

Midwestern Model & Boat Show,
Wisconsin Maritime Museum, Manitowoc, WI
May 15 – 17, 2020

Constant Scale R/C Run – Carmel, Ind.
Indianapolis Admirals reflecting pond
Carmel, IN
May 16 & 17, 2020

Lakeside Antique & Classic Wooden Boat
Lakeside Hotel, Lakeside, OH
July 19, 2020

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

NRG Conference
Channel Islands Maritime Museum
Oxnard, CA
Oct. 15-17, 2020?

2021

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

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Wooden Steamers

1846 – Cont.

Oneida: Benjamin B. Jones, Cleveland, OH built for Allen & Pease, Cleveland, OH a wooden propeller for the passenger, package freight trade. Her first enrollment on June 10, 1846 at Cleveland showed measures of: 138.3' x 24.1' x 11.0' and a tonnage of 355 41/95 (old style). Her engine is unknown. Her master was Captain A. Spraque for the 1846-47 season. November 1847, while, down bound for Buffalo, NY, laden with general cargo, the *Oneida* went ashore during a gale on Lake Michigan ending up in 5 feet of water. Damaged, she was rebuilt and her enrollment measures were updated in April 1848 to: 3 decks, 1 mast; 166' 5" x 24' 1" x 11'; 428 77/95 tons (old style). In October of that year the *Oneida* and the sidewheel steamer *Arrow* collided on Lake Erie with both vessels damaged and later that month she broke her shaft on Lake Michigan. She was towed to Chicago, IL for repairs.

Ownership of the *Oneida* was changed in 1850 to E. T. Sterling et al., Cleveland, OH. October of that year she collided with the sidewheel steamer *St. Louis* (US – 1844) off Vermilion, OH, Lake Erie.

Ownership of the propeller *Oneida* was changed to Oliver C. Knight, Cleveland, OH in November 1851. In December the *Oneida,* laden with flour, lost her rudder and went ashore at Fairport, OH, Lake Erie, during a gale. She was released with a loss of $1,500.

Master of the propeller *Oneida* in 1852 season was Captain William Sterns Rich with Ferris as chief engineer. In May 1852, the propeller *Oneida* ran into a pier at Fairport, OH, Lake Erie and damaged her hull. Her property loss was $1,000. In November of that year, while down bound, laden with 3,500 barrels of flour and 2 passengers and 15 crew, the *Oneida* capsized during a gale on Lake Erie, off Erie, PA and sank. All lives were lost.

Hendrik Hudson: G. W. Jones, with H.M. Kinnie, Buffalo, NY as partial investor, built at Black River, Ohio (mouth of the Cuyahoga River) a wooden sidewheel steamer with measures: 204' 8" x 32' x 12', with a tonnage (old style) of 750 46/95. She was equipped with a vertical beam, low pressure engine, 30" bore x 120" stroke, generating 500 horsepower and built by Cuyahoga Works. She was launched unfinished July 11, 1846 and taken to Buffalo, NY for finishing and was ready to run at the start of the 1847 season. Enrolled at Cleveland, OH, she was built for the passenger, package freight trade, running from Buffalo, NY to Chicago, IL at a cost of $60,000. Her Master was captain Howe for the 1847 season, with Captain J. Imson as master for the 1848-51 seasons. In April 1848, the steamer *Hendrix Hudson* collided with the Canadian sidewheel steamer *Caledonia* (C-1841) at Cleveland with both receiving damage which was repaired. June 1849, the steamer *Hendrix Hudson* collided with the sidewheel steamer *Saratoga,* 20 miles east of Erie, PA on Lake Erie. Two lives were lost. August 1852 the *Hendrix Hudson* collided with the brig *St. Gale* on Lake Huron.

In 1853 her ownership was changed to A. R. Cobb. October 1856 on Lake Erie, the steamer *Hendrix Hudson* went aground at Sandusky, OH. Released. May 21, 1860, while moored in the old river bed at Otis & Co. Rolling Mill, Cleveland, OH, the steamer *Hendrix Hudson* was struck by lightning, caught fire and burned to a total loss, sinking. August 1869 the burned-out hulk was removed and disposed of.

Boston: Captain John Robinson, Detroit, MI built for himself a wooden, sidewheel steamer with measures: 205' x 30' x 13', and a tonnage (old style) of 757.84. She was equipped with a side-lever engine built by Leash & Co., Pittsburg, PA. Her first enrollment was issued at Detroit, MI, April 21, 1846. Her cost to build was listed at $65,000. She was built for the passenger, package freight trade between Buffalo and Detroit. Her master for the 1846 season was Captain Pease. November 24, of that year, while moored at a pier in Milwaukee harbor unloading cargo, when a gale came up. She was run out into Lake Michigan to prevent pounding against the pier. While riding out the gale, she lost her stacks and with water dousing her boiler fire she lost way and drifted back onto the beach in the bay at Milwaukee, WI. There the waves pounded her to pieces. No lives lost.

In April 1848, the remains of the steamer *Boston* were sold at auction for $525. Her engine and some furniture, recovered from the wreck, became part of the new steamer *Globe* built at Trenton, MI in 1848.

British Queen: Built for passenger, package freight trade with American capital to evade Canadian navigation laws with reference to St. Lawrence River canals. Owners were Lake Ontario Steamboat Lines, Ogdensburg, NY and Lucius Moody, Montreal, and. the builder was John Oades, Port Metcalfe, Ont. The vessel would be a small, wooden sidewheel steamer with measures: 167.9' x 21.9' x 6.6' and a unit tonnage of 118.7. Her engine was a low pressure, 80

horsepower, originally installed in the American steamer *Oneida* (US-1846). She was built for the passenger, package freight trade and ran Montreal to Kingston and/or Ogdensburg, NY. Her master for the 1846-49 seasons was Captain Chamberlain. August 1846, while bound down the Long Sault Rapids in the St. Lawrence River, the steamer *British Queen* struck a rock which unshipped her rudder causing her to broach to, she went down the rapids broadside without receiving any damage. In November of that same year, the *British Queen* and the steamer *William IV* (C-1831) came in collision on the St. Lawrence River with both boats receiving damage. August 1849, while bound up on the St. Lawrence River, the steamer *British Queen,* while approaching the first lock of the Cornwall Canal at night failed to see that the gates were not open and struck them forcing them open. The lock-keeper was standing on the gate when she struck and was thrown into the water and drowned. The canal was closed for three days for repairs. The *British Queen* sustained no damage.

First enrollment issued at Montreal, Que., May 25, 1850 and her master was Captain LaFlamme for the 1850-54 seasons.

November 1854, ownership of the steamer *British Queen* was changed to H.A. Chillas & G. David, Nicolet, Que. July 1855, the steamer *British Queen* struck a rock in the St. Lawrence River and sank. She was raised and repaired. Her property loss was set at $5,000.

In 1860, her ownership was changed to the Ontario St. Lawrence Steamboat Co., Ogdensburg, NY. Under their ownership the steamer *British Queen* made two runs as a blockade runner in the Gulf of Mexico. Sighted and investigated by U.S. Navy at Nassau, N.P., May 29, 1862, and on the Bahamas Bank, November 28, 1862.

In 1863, her ownership was changed to American Steamboat Co., Oswego, NY. Her final enrollment was closed June 03, 1866 and endorsed as “Sold to Foreigners, February, 1863. Final disposition unknown.

Genesee Chief: George Steers, Rochester, NY built a wooden propeller with measures 140’ x 25’ 8” x 12’ 9” and a tonnage (Old Style) of 429 42/95. Her first enrollment was issued at Rochester NY. Both the original owner and her engines are unknown. She was built for the passenger, package freight trade running between Rochester, NY and Chicago, IL. She had the capacity to carry 100 cabin passengers and 300 steerage passengers. In route to Chicago in 1847 the *Genesee Chief* caught fire five times, each time the fire was extinguished and she made port safely. In May 1847, the *Genesee Chief* ran down and sank the brig *Cuba* (U-1844) on Lake Ontario. Her master for the 1848-49 season was Captain W. L. Pierce.

The propeller *Genesee Chief* went through a series of owner changes: 1850 to Elisha B. Strong, Rochester, NY; 1852 to Herbert Squires et al, Dunkirk, NY; and in 1853 to Alanson Robinson, Buffalo, NY. November of that year the propeller *Genesee Chief* was caught in a gale on Lake Erie and had to jettison 190 barrels of flour. Property loss $1,200.

April 1854 the ownership of the propeller *Genesee Chief* was changed to Addison Hills, Dunkirk, NY. The following month, while lying at the wharf of Rawson’s, Foot & Curtiss, the *Genesee Chief* took fire in her upper works but it was quickly extinguished. Little material damage.

July 1854, ownership of the *Genesee Chief* was changed to New York & Erie Rail Road Co., Dunkirk, NY. August 1855, while crossing Lake Erie, the *Genesee Chief* broke her shaft and had to be towed to Cleveland for repairs. In August 1856, the *Genesee Chief* and the fore-and-aft scow *Antelope* (U-1853) came in collision a few miles from Cleveland, OH. The *Chief* towed the *Antelope* into Cleveland for unloading and repairs. Late in the season of 1861 the propeller *Genesee Chief* arriving at Cleveland, OH sank in the river bed. She had no freight aboard. Repaired. Her master for the 1862-63 season was Captain E. M. Hewitt.

Ownership of the propeller *Genesee Chief* was changed to Augustus Thomas et al, Toledo, OH. during the winter of 1862-63. She was rebuilt at Cleveland, OH by Stevens & Presley and her enrollment updated to: propeller; 1 deck, 1 mast, 138.2 x 25.2 x 10.82; 441 grt.

July 1864, her ownership of was changed to W. E. Warriner et al, Detroit, MI. April 1866 the *Genesee Chief* went aground on St. Clair Flats and incurred a property loss $200. Two months later, she broke her machinery off Point aux Barques, MI, Lake Huron with a property loss of $700. In 1867, the propeller *Genesee Chief* was assigned an official number US10243. The following year the *Genesee Chief* caught fire and burned to the water’s edge at Clark’s Dry Dock, Detroit, MI. She was rebuilt as a lumber barge capable of carrying 300,000 feet of lumber. Her enrollment updated to: 1 deck, 142 x 25.2 x 10; 275.26 grt.

The lumber barge *Genesee Chief* went through a series of owner changes: April 1870 to John Edwards, Trenton, MI; June 1871 to shares were

transferred to John Edwards et al, Trenton, MI, June 1873 ownership to S. B. Grummond et al, Detroit, MI. September 1878, down bound, the barge *Genesee Chief,* laden with lumber, was damaged in a storm on Lake Huron.

Ownership of the barge *Genesee Chief* was changed to George L. Colwell et al, Harrisville, MI in April 1880; in May 1885 to E. C. Recor et al, St. Clair, MI; and in March 1888 to Arander H. Stafford et al, Detroit, MI, and in February 1891 to Patrick O'Day, Jr., Buffalo, NY. August 1891, down bound on Lake Huron, the barge *Genesee Chief,* laden with shingles, became severely waterlogged in a storm in the South Channel, Straits of Mackinac and was towed in and abandoned at a dock in Cheboygan, MI. She was declared a constructive loss and was towed out and scuttled in Duncan Bay. Her final enrollment was surrendered March 22, 1897 and endorsed "broken up & abandoned."

California: The shipyard of Bidwell & Banta, Buffalo, NY built in 1846 a wooden propeller for the package freight trade with measures: 169.5' x 25.5' x 10.3' and a tonnage (Old Style) of 420.3. She was powered by two high pressure engines with 18" bore and 34" stroke driving dual screws. Her original owners were Kimberly & Pease, Buffalo, NY who would have her run between Buffalo & Chicago for the Troy & Erie Line. Her original cost was $27,000. In September 1846, the propeller *California* went ashore on Point Pelee, Ont., Lake Erie. In November 1848, during a gale on Lake Erie, the *California* had to jettison 25 tons of merchandise to make port safely. Her property loss was set at $5,000. May 1849, while entering Chicago harbor, she collided with the steamer *Superior* and was considerably damaged.

April 1852, Frank E. Foster, agent for the New York and Erie Railroad, ran the *California* in the "Dunkirk, Cleveland, Sandusky & Toledo Line". Due to the Panic of 1857, which affected the Great Lakes and the troubles of that region that were quickly passed to those enterprises in the East that depended upon western sales, the propeller *California* was laid up and put up for sale in 1859. In October 1861, with the recovery due to the War between the States, the propeller *California* has been put back in running order and placed on the Detroit, MI to Dunkirk, NY run in connection with the New York & Erie Railroad line. November 1861, bound from Detroit to Dunkirk, the *California* sprang a leak south of Amherstburg, Ont and had to return to Detroit. Her cargo had to be discharged before she went into drydock for repair. October 1862, during a storm, the *California* stranded on Mohawk Island Reef, east of Port Colbourne, Ont., Lake Erie. She was declared a total loss. No lives were lost.

Ontario: George Steers, Rochester, NY, built in 1846, a wooden propeller with measures of: 136.8' x 25.2' x 9.1' and a tonnage (Old style) of 428. Her initial enrollment was at Buffalo, NY, May 1850, and listed her owner as Alexander Kelsey & Company. She was built for the package grain freight trade. Engine is unknown. October 1846, the propeller *Ontario*, laden with wheat collided with the sidewheel steamer *Chesapeake* (US – 1838) at Cleveland, OH, Lake Erie. Her upper works were damaged. In winter layup at Chicago, IL, the propeller *Ontario* was damaged during the March 12, 1849 spring freshet. Her damage loss was set at $1,500. Three sidewheel steamers, two propellers, a barque, seven brigs, eleven schooners and some 30 canal boats were damaged or destroyed during that spring freshet. The propeller *Ontario* was ready to be released by March 12, 1849.

Ownership of the propeller *Ontario* was changed to Josiah W. Bissell, Rochester, NY who had the vessel rebuilt by Benjamin Bagnell, Buffalo, NY. Her enrollment was updated to: 1 deck, 3 masts, 138' 9.5" x 25' 2" x 9' 11"; 324.94 Tons (Old Style). The rebuilt propeller *Ontario* was to be sold to eastern owners. She transit the Welland Canal and the St. Lawrence River, arriving at New York City where ownership of the propeller *Ontario* was changed to Paul M. Latham, New York, NY in December 1850. Her enrollment states she is a steam propeller, with 2 decks, 2 masts, plain head, round stern, round tuck; 138' 6" x 17' 7"; 417.26 Tons (Old Style).

June 1851, her ownership was changed to Samuel P. Lord & William H. Mailer, New York City, NY.

December 1852, her ownership was changed to Samuel G. Davis & David Bebell, New York City. The *Ontario* ran between Charleston S.C., New York City; Boston, Mass & southern ports, and was reported to have transported slaves from the Africa coast to Cuba. May 1858, the *Ontario* rig was changed to a bark and enrolled as the *Carrier Pigeon* with 1 deck, 3 masts; 139' 2" x 25' 7" x 10'; 335.32 old style tons.

Her final disposition is unknown.

Cleveland: Built by G.W. & B.B. Jones at Cleveland, OH at a cost of $21,500, the wooden propeller *Cleveland* had measures of 141.6' x 24.2' x 10.5' and a tonnage (Old Style) of 341.5. her original owners were Jonathan Gillett, Cleveland, OH, et al. She was

powered by an engine built by Cuyahoga Steam Furnace Co., Cleveland, OH. She would be used in the passenger, package freight trade. In November 1846, the *Cleveland* collided and sank the schooner *Marshall Ney* (US-1830) at Cleveland, OH. Her master for the 1848 season was Captain Walls with John Pheatt and Marshall Barrows as engineers. The propeller *Cleveland,* down bound from Milwaukee, WI with 150 passengers, was struck by a gale on Lake Michigan and had to jettisoned her deck load before being able to return to Milwaukee.

In November 1850, her ownership was changed to Philo Chamberlain & John Crawford, et al, Cleveland, OH. In October 1852, the *Cleveland,* laden with a cargo of flour, sank in the St. Lawrence River. She was raised and repaired with her property loss set at $7,150.

October 1855 ownership for the *Cleveland* was transferred to Northern Transportation Co. (Chamberlain & Crawford), Ogdensburg, NY. September 1857, while transiting the Welland Canal the *Cleveland* was damaged. Her property loss was set at $100.

Ownership of *Cleveland* was changed to William Stevenson & Ira Lafrinier, Cleveland, OH in February 1860. She was rebuilt and enrolled as a bark with a tonnage (Old Style) of 328.6 in September of that year. The bark *Cleveland*, bound from Chicago for Oswego, NY, laden with wheat, went ashore on one of the islands below Kingston, Ont. November 1860. Released.

Ownership of the bark *Cleveland* was changed to L. L. Lyon in February 1861 and to R. H. Becker & Moses Walsh in 1863. In 1865 she was readmeasured with a tonnage: 230.59 grt.

In 1868, ownership of the *Cleveland* was changed to J. Burdsal & A. Vanshaick. At enrollment for owner change she was Issued an official number as US4330.

In 1871, her ownership shares were transferred to A, Vanshaick et al, Chicago, IL. June 1875, the bark *Cleveland,* laden with lumber, went aground on the rocky shore of Pilot Island, Lake Michigan. She was stripped and abandoned by the 17th of June, 1875.

Clifton: James A. Bell, et al., Sackett's Harbor, NY had a wooden propeller built at Dexter, NY in 1846. Her initial enrollment at Sackets Harbor, October 27, 1846 gives her measurements as: 101.6' x 18.4' x 6.6' with tonnage (Old Style) of 111.59. She had two engines, each with a propeller, rated at 50 horsepower. Builder unknown. She was built for passenger, package freight trade. Her master in 1853 was Captain Mann. April 1854, the propeller *Clifton* stranded on Pt aux Barques, Lake Huron. She was recovered by the propeller *Bruce* and repaired at Detroit, MI.

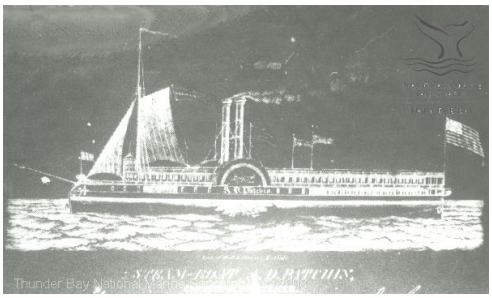
In 1858 her ownership was changed to Isaac Smith, Sombra, Ont and she ran as a ferry between Port Huron and Sarnia, Ont. She was rebuilt as a tug in 1860 with official number 33163.

Ownership of the tug *Clifton* was changed in May 1860, to A. E. Lyons for $200 by her former owner to release claims. The *Clifton* collided with the tug *John Martin* (US12793) October 1860.

In August 1862, the tug *Clifton* enrollment showed her ownership changed Canadian to J. Smith & Jason Holt, Sombra, Ont. with her official Canadian number as C33565, and measures of: 97' x 17.9' x 6.5'; 138.75 grt. In 1866, the tug *Clifton* was converted into a barge at Marysville, MI and enrolled at Port Huron, MI in 1866 with tonnage: 139.39. In September 1866, ownership of the barge *Clifton* was transferred by the U.S. Marshall to Nelson Mills for $5,600 Her measure: 128.5 x 23 x 7.7.

May 1870, ownership of the barge *Clifton* was changed to the Toledo & Saginaw Transportation Co. In 1874, under tow of the sidewheel steamer *Henry Howard,* the barge *Clifton*, laden with lumber, became waterlogged halfway between Point Pelee and Cleveland, OH on Lake Erie and was abandoned. Her crew was picked up by the steamer.

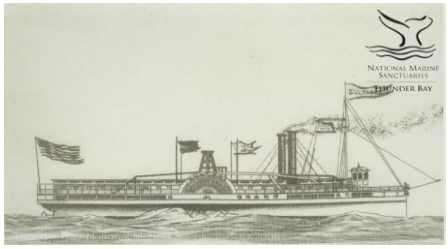
The enrollment for the barge *Clifton* was surrendered at Port Huron, MI, January 10, 1878, and endorsed "wrecked in September 1874".



A.D. Patchin: A wooden sidewheel steamer built by Joseph M. Keating, Truago (Trenton), MI in 1846 had measures of: 225' 7" x 29' x 13' 9" and a tonnage (Old Style) of 873.8. She was equipped with a side-lever engine, builder unknown. Her original owner, Captain Harry D. Whittaker, Buffalo, NY, had her enrolled at Buffalo, NY and designated for the passenger, package freight service between Buffalo, NY, Chicago, IL, Milwaukee, WI with calls to other Lake Michigan ports. Her master was Captain Harry

D. Whittaker from 1846 to 1850 with Hathaway in 1849 as chief engineer. July 1874, the *A. D. Patchin* broke her cylinder head on Lake Michigan and was towed to Milwaukee for repairs. Winter layup in 1848, she received a new upper cabin with 70 state rooms. June 1848, the steamer *A. D. Patchin* in heavy fog followed by a gale, went aground four miles north of Racine, WI, Lake Michigan. The cargo had to be lightered to release the vessel. After seven 7 days she was released and towed to Buffalo, NY for repairs. July 1848, the steamer *A. D. Patchin* was laid up at Sarnia, ONT.

August 1848, her ownership was sold on a chattel mortgage to D.N. Barney, Buffalo, NY. March 1849 her ownership was changed to Aaron D. Patchin, Buffalo, NY; et al. October of that year the A*. D. Patchin* broke her shaft off Port Washington, WI, Lake Michigan. Loss was set at $4,000. November, she had one wheel disabled. During winter layup 1850, the *A. D. Patchin* was re-engine with the engine, 30" bore x 120" stroke, from the wrecked sidewheel steamer *Missouri* built in 1840 by Warden & Nicholson, Pittsburgh, PA. September 1850, believing the *A. D. Patchin,* was on course, had been driven 2 to 3 miles off course by the current and became stranded on Skillagalee Reef in Northern Lake Michigan, some twenty miles northwest of Charlevoix, MI. At first thought not much damaged had been done. She was pounded regularly by a stormy fall and finally broken up during a storm in late November and declared a total loss. No lives lost.



Sultana: Built for the passenger, package freight trade by Zadock Pangborn, Algonac, MI, the wooden sidewheel steamer had measures of: 217.25' x 30.5' x 12.6' with tonnage (Old Style) of 806 38/95. Powered by a Crosshead engine, 48" bore x 132" stroke, built by T.F. Secor & Co., New York, NY. Her original owner was Captain Gilman Appleby, Buffalo, NY with her first enrollment issued at Buffalo, NY, May 14, 1847. Master of the steamer *Sultana* was Captain Gilman Appleby for the 1846 – 54 seasons with Lockwood as chief engineer in 1849. June 1847, the steamer *Sultana* ran onto a reef off Point St. Eaucas, Lake Erie. Released. September of that year, she had her engine repaired and lowered one foot at Cuyahoga Furnace Company, Cleveland, OH. May 1851, the *Sultana* was between Conneaut and Ashtabula, OH when struck by a gale and had to return to Erie, PA. After the storm passed, she resumed her journey until she broke her cross head off Fairport, OH, Lake Erie and was towed into the port of Buffalo for repairs. Property loss set at $4,000. In December of that year, the steamer *Sultana* struck a reef off West Sister Island, Lake Erie, holing herself. She made Sandusky, OH before sinking. Later raised and repaired she was interred at Sandusky, OH due to ice on the lake.

June 1854, her ownership was changed to J.C. Harrison, 1/2, Erie, PA and J.B. Johnson, 1/2, Erie, PA. September 1854 her ownership was changed at an admiralty sale to George Thompson, Cleveland, OH. In April 1855 her ownership shares were transferred to George Thompson, 1/2 Cleveland, OH; George W. Cochrane ¼; William Watts ¼. For the 1855 season her master was Captain William Watts. April 1855, Robert T. Pettes bought up the shares of George W. Cochrane. May 1856 George Thompson, Cleveland, OH became full owner of the steamer *Sultana.* Master of the *Sultana* for the 1856 season was Captain George Thompson. June of that year, down bound with a cargo of flour and fish, the steamer *Sultana* went ashore on Fox Island, Lake Michigan. She was lightered to be released.

Ownership in equal shares of the steamer *Sultana* was transferred to George Thompson, Cleveland, OH; Nehemiah W. Harding, Cleveland, OH in September 1856. Master of the *Sultana* during the 1857 season was Captain Nathaniel Mead.

In May 1857, the steamer *Sultana* was sold under foreclosure by U.S. Marshal to John Owen, Detroit, MI & Caleb Van Husen, Detroit, MI. Master of the *Sultana* for the 1858 season was Captain H. Edwards. Due to the Panic of 1857 the steamer *Sultana* was laid up at Detroit, MI in 1858. The steamer *Sultana* was rebuilt and reduced to sloop barge at Buffalo, NY: 215.58 x 30.16 x 11.66; 731.66 grt. She was intended for the lumber trade with the capacity for some 600,000 feet. Master of the schooner barge *Sultana* for the 1860 season was Captain Samuel Ash.

Ownership of the schooner barge *Sultana* was changed to John S. Noyes, Buffalo, NY in1862. Her master for the 1863 season was Captain Gilman Appleby. Late in the 1863 season, bound from Saginaw, MI to Buffalo, NY, the schooner barge *Sultana,* laden with lumber and towed by the tug *Reindeer* (built 1857), stranded off Pointe Aux

Barques, MI, Lake Huron in a storm. The gale broke her up before she could be released. No lives lost.

Cataract: Built by John Oades at Clayton, NY, a wooden sidewheel steamer for the St. Lawrence Steamboat Co. Intended for the passenger, package freight trade, her measures were: 209.6' x 27.6' x 9.9' and a tonnage (Old Style) of 577.3. Powered by a vertical beam, low pressure engine, 44' bore x 132" stroke built by Henry R. Dunham & Co., New York, NY, she had 32' paddle wheels and would operate on the St. Lawrence River running between Lewiston, NY – Kingston, Ont. – Ogdensburg, NY. Her initial enrollment was at Ogdensburg, NY June 29, 1847. Her first master in 1847 was Captain James Van Cleve.

In April 1849, the St. Lawrence Steamboat Co. & the Steam & Canal Boat Co. merged into the Ontario & St, Lawrence Steamboat Co. Elijah B. Allen of Ogdensburg, NY, President. Master of the steamer *Cataract* for the 1849 – 51 seasons was Captain Richard B. Chapman. November 1849, the *Cataract* returned to Buffalo with a broken piston head and went into winter quarters early for repairs. April 1850, the enrollment for the steamer *Cataract* was updates to show that ownership had been transferred to the Ontario & St. Lawrence Steamboat Co. Elijah B. Allen of Ogdensburg, NY, President. She continued to operate on the United States Mail Line and made daily runs from Lewiston, NY via Toronto, Ont., Rochester, NY, Oswego, NY, Kingston, ONT, Sackett's Harbor, NY to Ogdensburg, NY. Her master for the 1852 season was Captain Austin D. Kirby. June 1852, the steamer incurred a property loss of $1,200 when she beached on a shoal near Oswego, NY, Lake Ontario. She was released and repaired in Kingston, Ont. Her master for the 1853 season was Captain R. F. Child. September 1855, the steamers *Cataract* and *Niagara* collided near the mouth of the Niagara River, Lake Ontario. The combined property loss was $2,000. In 1858, due to the depression of 1857 and the decrease in business, the Ontario & St. Lawrence Steamboat Co. was forced into liquidation.

Ownership of the steamer *Cataract* was changed in June 1859 to the American Steamship Co. to provide services between Ogdensburg, NY and Lewiston, NY. Her master for the 1859-60 seasons was Captain John H. Ledyard. June 1860, the steamer *Cataract* was rebuilt at Oswego, NY and registered measures changed: 224 x 27.5 x 10.33; 614.5 grt.

Ownership of the *Cataract* was changed to Ontario Steam Boat Company Samuel Farewell, President in 1863. Her registration measures were changed in March 1865 at Oswego, NY to: 224 x 27.42 x 10; 792 grt.

With the increase of railroad traffic between the major ports along the New York shore of Lake Ontario, the American Steamship Co. was forced to sell their holdings. In June 1868, the *Cataract* was changed to the Canadian Navigation Co. and renamed at registration to *Columbian*, C51695, 224 x 28 x 10. The *Columbian* continued to run between Montreal-Oswego-Rochester-Toronto since the bulk of the travel had shifted to the Canadian side of Lake Ontario.

December 1870, her ownership was changed to the Welland Canal Co. and the *Columbian* was rebuilt as a bulk freight steamer. In 1871, she was resold to Holland & Garden, Ogdensburg, NY. Her engine was removed and the vessel was converted to a barge. June 1871, her Canadian registry for the was cancelled.

Globe: In 1846, Captain S. Hubbell, Maumee City, OH built for Joshua Maxwell, et al. a wooden propeller for the passenger, package freight trade and to operate on the Buffalo, NY to Toledo and Maumee, OH route. Enrolled at Maumee, OH January 1, 1847, her measures were: 143.9' x 24.0' x 9.6' with a tonnage (Old Style) of 313.4. She was powered by two high pressure engines built by Cuyahoga Steam Furnace with 16" bore x 28" stroke. Her master for the 1847 season was Captain C. Ludlow. July 1847, the *Globe* broke her wheel near Cleveland, OH. Repaired.

Ownership of the propeller *Globe* was changed to William B. Dix & Co. and Spencer Moore both of Maumee, MI and was insured for $15,000. Her ownership was again changed in 1849 to Horace Mott, ¼, Cleveland, OH; C.C. Mott, 1/4, J.R. Harrison, ¼; and G.C. Floyd, ¼. April 1849, the *Globe* broke down off Euclid Creek, Cleveland, OH, Lake Erie. Repaired. In October of the same year, while heavily laden with merchandise, she sprang a leak and started to sink 10 to 12 miles out from Buffalo, NY, Lake Ontario. The steamer *Atlantic* came along side and towed the *Globe* near Port Abino, NY where she sank in 16 feet of water. Her

cargo was removed by the propeller *Manhattan* and transported to Buffalo, NY. Later that month the *Globe* was raised and towed to Buffalo, NY for repairs. Her master for the 1850-53 seasons was Captain Horace Mott. In July of 1850, the *Globe* caught fire in Saginaw Bay and was scuttled to extinguish the flames. Late in the 1852 season, caught in a gale on Lake Erie the propeller *Globe,* bound up for Cleveland, Oh, was scuttled at Dunkirk, NY. Raised.

The *Globe*'s ownership was changed to Sheldon McKnight, Detroit, MI and she ran during the 1853 season from Detroit, MI to Michigan ports. In 1856 the *Globe* was converted to a passenger, railroad ferry, and ran Buffalo – Chicago on the People's Line.

May 1859, ownership of the *Globe* was changed to George B. Russell, Detroit, MI. Her master for the 1859 season was Captain A.H. Mills. In June 1860 the propeller *Globe* collided with the schooner *Acontlas* off Bar Point, Ont., Lake Erie.

June 1861, John P. Ward, Detroit, took ownership for the propeller *Globe.* In April 1862 her ownership was changed to John C. Williams, Vicksburg, MI. who used her to ferry horses on the Detroit River during the Civil War. Up bound in Saginaw Bay, MI, the *Globe* caught fire and burned to the water line and sank.

Ownership of the sunken propeller *Globe* was changed to Dennison & Dizell, Bay City, MI in May 1867 and again the Wilfred S. Campbell & C. H. Lane, East Saginaw, MI. After several years being under water the hull was salvaged and towed to Saginaw, where she was converted into a barge under the supervision of the owners, Messrs. Campbell and Lane. She was enrolled July 1868 as a barge with 1 deck, no masts; 141.7 x 24 x 8; 208.28 grt and assigned an official number 39339. She had the capacity for 150,000 feet of lumber. Her master was Captain C.H. Lane. The barge was towed by Ballentine, Crawford & Co. In October 1873, under tow of the steamer *T.U. Bradbury,* the lumber barge *Globe* broke her tow and was driven ashore, during a gale, in Pigeon Bay, near Pt. au Pelee, ONT. Lake Erie and went to pieces.

Odd Fellow: D. H. Corbin, Grand Haven, MI built a small wooden propeller for J.F. Porter & Co., Grand Rapids. She was enrolled at Grand Rapids May 22, 1847 with measures: 110' x 18' x 8.1' and a tonnage (Old style) 167.35. She was built for the package freight trade between Grand Rapids and Grand Haven. Her engine is not known.

Ownership of the *Odd Fellow* was changed in May 1847 to Allen Turner & O. M. Hyde, Detroit, MI. She was employed in the package freight trade on the St. Clair & Detroit Rivers.

Ownership of the propeller *Odd Fellow* was changed to Captain William Dana, Algonac, MI in September 1849. Her master for the remaining 1849 season through 1853 was Captain William Dana. In 1853, her ownership was changed to William Brunel, Detroit, MI. The *Odd Fellow* had been rebuilt and enrolled at Detroit, MI: no masts, 102.2 x 18.0 x 5.9; 99.56 grt, 95.0 net.

The *Odd Fellow* was abandoned in 1857.

Some Notes:

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

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

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

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

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

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

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

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

P.Q.: Province of Quebec

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

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

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

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

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

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