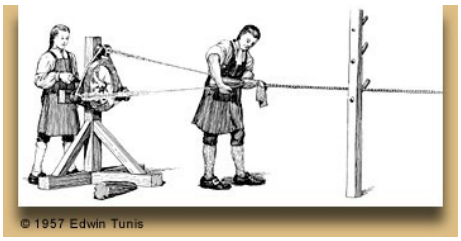


While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969). Used by permission of the estate of Edwin Tunis.

Ropewalk

The Newsletter for
Shipwrights of Ohio – January 2026

Our Next Meeting: February 21, 2026.
Hybrid – Classroom C & Ohio
Topic: "HMS Victoria"
by Cliff Mitchell

Table of Contents

January:

Good turnout. We had fourteen attendees with six via Zoom and eight in-person.

We start this new year, with a large welcome to Carolina Gonzalez-Aller (Carolina, did I get that correct?) She joins us from the great state of Idaho. Welcome. The business topics are below, but for those of you who missed the meeting, Julia provided a wealth of cookies, (oatmeal, chocolate chip, and chocolate chip with walnuts), and an extensive knowledge of card modeling.

I need to apologize for the delay in sending out the January "Ropewalk" newsletter. Started writing this month's newsletter on Sunday, after our meeting. Struggled with how to include Julie's exceptionally informative 70 slide page presentation on card modeling in the newsletter. I had planned to restart the effort on Monday morning but, instead spent over 8 hours in the ER, due to BPPV, (Benign paroxysmal positional vertigo) and then a prescribed week's rest. "Growing old is pigeon poop."

We have placed the "Paper/Card Modeling from a kit" on the club's web site: www.shipwrightsofohio.com. If you are interested, and want to try card ship modeling, Julie's presentation will be a great help. Her card model of a *V108 Torpedo Boat* will be found under the "Ships on Deck" section below.

We have scheduled a manned display at the 2026 Columbus Senior Expo, Polaris Fashion Center, Columbus; Friday, Feb. 20, 2026, 11:00 – 3:00 PM. We will need staffing.

Now as we wait upon the coming storm, "take care of yourself and your families, look to those you know who may need help or are lonely and may be in need of human contact." If you are over 40, be careful shoveling.

Skipper's Report

Thanks to everyone for the technical assistance that enabled us to have another successful hybrid meeting.

We started by thanking Brad Jones for gifting the club with his father's unfinished model of the *Charles W. Morgan* and we will find a way to see it completed. More details will follow.

Our agenda again focused on efforts to maintain and grow our club. Steve and Bill volunteered to begin a Continuity and Transition Committee; more volunteers are needed.

Cliff shared the status of our scheduled monthly presentation and the urgent need for more volunteers. He again shared a list of prior presentations and materials available that can be used/updated. Let us know what/when you can present and/or may need.

The Card Modeling presentation by Bill and Julie were detailed and highly informative; an outstanding example of the benefits of having our club as your "Best Tool". Thanks to Julie for 'crossing the pond' to present and display her completed card model.

Business

2026 Club Dues

Have you paid you 2026 dues yet?

Your club dues ($20 for 2026) support our web hosting, our monthly Zoom subscription, our NRG Charter Club status, besides our normal monthly meetings and postal cost.

There are 3 ways to make payment of dues to Shipwrights of Ohio.

1. Pay Cash, (easiest) directly to the club treasurer at the meeting.
2. Write a check, (2nd easiest) for the dues amount, made out to "Shipwrights of Ohio", and either hand to check to the club treasurer; or send to:

   Shipwrights of Ohio
   5298 Timberlake Circle
   Orient, Ohio 43146.
3. Using the Venmo app. This is a simple way to transfer funds from person to person, by downloading an app to your phone or computer for free. The parent company is PayPal. It will enable you to set up an account online where you can deposit or send money to others. The account can be attached to your checking account where you can move money between your checking account and "Venmo".

Note: If dues are not paid by March 22, 2026 (The day after the March Shipwrights meeting), you will be dropped from our roster and mailing list.

Questions call: Lee Kimmins at 614-378-9344.

Our Future

We have identified three areas that need to be discussed and documented for this club's survival going forward:

Transition Planning
Continuity Planning
Market Planning: How to expose the public to ship modeling.

We are in the process of setting up a committee to develop guidelines for how we transition individuals into club officer's positions, how we recruit and train future officers and how we market ship modeling to both young people and retirees.

So, what is a transition and continuity plan? It includes things like:

- How to identify future club officers and the duration they should/can hold their office.
- How to train perspective skippers, treasurers, editors, etc.
- What needs to be transferred to the new office holder; what documents do we need to keep and how.
- How do you run a meeting, reserve a room, set up a zoom session and what equipment is required?

With three of your present club officers in their 80's, we need volunteers:

1. To step up to running the club in the future.
2. To build a continuity plan for long run club stability.
3. To develop a marketing plan including participation in outreach activities and advertising.

We are in the process of developing:

- An "Intro to ship modeling" course that can be used with parents and young children as well as newly retired.
- We do have an "Intro to RC modeling course," developed by our own Alan Phelps. We need to dust it off and hold a session to work out some of the issues before it is held.
- We are also developing short teaching moments on ship modeling subjects that will be used during the meetings.

Bottom line, we need volunteers to step up to running the club in the future; to replace older club officers; to develop a transition/continuity plan for long run club stability; to develop a marketing plan to recruit modelers; to lead ship modeling classes for future ship modelers; and to support the display of our work at craft shows, etc.

Think about what and how you can volunteer to assist, provide and help grow "The Shipwrights of Ohio". Respond back to Bob Mains: rmains1@columbus.rr.com.

Reminders & Announcements.

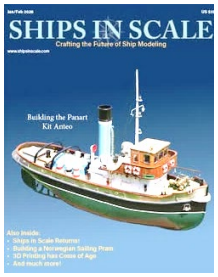
Nautical Research Guild

2026 dues: Starting January 1, 2026, NRG dues will be raised by $5. Digital only: $45; Print only: $60; Digital/Print: $70.

For additional information and/or to join, go to: https://www.thenrg.org/about/membership

Sea Watch Books

Ships in Scale



The relaunched *Ships in Scale* magazine will publish six issues per year starting with the January/February 2026 edition.

There are two subscription options:

- Print & Digital
- Digital Only

Pricing:

- Digital: $39.95/year
- Print & Digital: $44.95 (US); $54.95 (Canada); $64.95 (International)

To subscribe go to: www.Simplecirc.com/subscribe/ships-in-scale/relaunch

Sea History Activity

Brig Niagara Update:

The brig *Niagara* presently is in the Bristol Marine's Sample's Shipyard, Boothbay Harbor, ME, receiving critical repairs.

To follow the work:
U.S. Brig *Niagara* - Discovery Phase complete
https://www.eriemaritimemuseum.org/blog/journey-of-the-us-brig-niagara

The 'Presents' have arrived! - Two new Tier III engines!

Dec. 24, 2025:

'Twas the night before Christmas and all through the yard, not a shipwright was stirring….

Well, that's not true at all! The gang at Bristol Marine's Sample's Shipyard has not slowed one bit in the effort to get *Niagara* back sailing and, on this day, *Niagara* got her big "presents", two new engines and a new generator!

After phenomenal efforts by the shipyard's design and metal fabrication team to ensure that the new engines will sit in place where the shaft can be lined up perfectly, Cote Crane & Rigging brought their "small" crane in to fly the engines into place in the ship. This may sound easy enough until one realizes that the crane operator was completely unable to see the engines once inside the enclosure.

Communication between the crane operator, the relay person, and the folks in the engine room needed to be spot on to make sure that the new equipment made it perfectly through a space slightly bigger than it is. One of life's joys is witnessing a team of dedicated workers carrying out a complicated task in a way that makes it all look so easy. No clatter arose. There was no need to tear open the shutters or throw up the sash.

Once the machinery was lifted onto the deck level through a hole cut in the cover and lowered into the engine room fiddly (the hatch above the engine room), the placement team nestled the engines snug in their beds, using chain falls attached to the overhead to achieve the necessary precision.

Now that the engines are sitting upon their foundations, the work shifts to routing fuel plumbing, raw cooling water plumbing, and electrical so that all the machinery can be tested before *Niagara* is launched and sea trials commence. Once everything checks out, *Niagara* will fly like the down of a thistle as we drive out of sight… but that won't happen until late spring, so I'll say this now:

… Merry Christmas to all, and to all, a good night!'

Ship Modeling Helps:

Ships Plans & Drawings:

For those of you who are interested in scratch building and are looking for plans beyond the normal ship kits, here are three sources.

Bowling Green State University Historical Collections of the Great Lakes

BGSU Historical Collection contains the plan from "American Ship Building Company and Predecessors, 1867 – 1920. Included are the ships plans of ships built on the Great Lakes, including:

- Buffalo NY: Union Dry Dock & Buffalo Dry Dock
- West Bay City, MI: Frank Wheeler and Company; West Bay City Ship Building Company.
- Chicago, IL: Chicago Ship Building Company.
- Cleveland, OH: Cleveland Ship Building Company; Globe Iron Works.
- Detroit: Campbell & Owen; Kirby Brothers; Detroit Dry Dock; Detroit Ship Building Co.
- Lorain, OH: American Ship Building Company.
- Superior, WI: American Steel Barge, builder of Alex McDougall's "Whalebacks"; Superior Ship Building Company.
- Toledo, OH: John Craig & Sons; Craig Shipbuilding Company; Toledo Shipbuilding Company.
- Port Arthur, Ontario: Western Ship Building and Dry Dock Company; Port Arthur Shipbuilding Company.

The drawings include virtually all ship types common to the Great Lakes navigation scene during the period: bulk carriers, passenger vessels, package freighters, car ferries, propellers, side wheelers, tugs & towboats, schooners, barges, and steam yachts.
https://www.bgsu.edu/library/cac/collections/hcgl.html

Independence Seaport Museum

Located in Philadelphia, the collection is organized into four series:

- Series I – John Lenthall's mentors, 1790-1853.
- Series II – John Lenthall, 1823-1874.
- Series III – Civil War Era, 1862-1864.
- Series IV – Specification Books, 1827-c.1855.

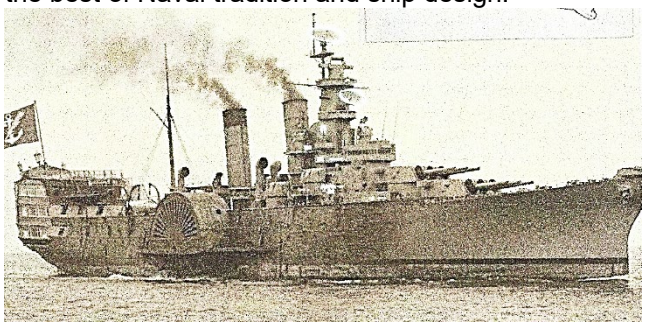
The collection includes architectural drawings and data on approximately 100 American ships from 1790 through the Civil War; also, approximately 10 vessels or diagrams pertaining to naval ships and shipbuilding in Great Britain and France.
https://www.phillyseaport.org/contact/

Loyalhanna Dockyard

Some years ago, Loyalhanna Dockyard purchased Taubman Plans. Their web site lists ships plans for: U.S. Navy, U.S. Coast Guard; as well as: Tugboat, Tow Boat, PT Boat, R/C Combat, Riverboats, Paddle Boats, Stern Wheelers, Side Wheelers, Historic Sail Ship Plans, Merchant Ship Plans, as well as sail boats, yacht plans and pleasure craft plans.
https://www.taubmansonline.com/

Speaking of Ship Models:

Did you read the “Designer’s Soapbox” in the January 2026 newsletter “Logbook!”. Oh, to even have the time to design that mythical model that encompasses the best of Naval tradition and ship design.



A battlewagon hull, steam driven with sidewheels and a fancy stern cabins.

I know, a little too much glogg over the Christmas season.

A Freebee:

We, the Shipwrights of Ohio” have been contacted by a resident of Westerville, whose father was a ship modeler and had passed some years ago. The father had been working on a Marine Model Kit of *Charles W. Morgan,* and the son was donating the partial built model, hoping someone would finish what his dad had started.

Background: The Marine Model Co., Halesite, L.I., NY, 1930’s to 1960’s, plans dated October 1939. The company started with plastic models before moving to wooden hulled sailing ships.

As you can see, in the photos above, the hull is partially completed and the kit comes with sail and sail material, masts and spars, hand carved whaling dories, and an abundance of small metal and wood parts. And it is all **free.**

BUT and there is always a “But” with partial built ship models that are free, so continue reading:

Charles W. Morgan is both a piece of history past, present and future. The whaling ship lives as a permanent exhibit, in the water, at Mystic Seaport, Mystic Connecticut. She is the only wooden sailing whaleship surviving from the golden era of American whaling and is the oldest American merchant ship still afloat.

She was launched in July 1841 at the Hillman Brothers shipyard on the Acushnet River at New Bedford, Massachusetts. The ship was named for Charles Waln Morgan, a Philadelphia-born former Quaker, who had invested in the *Charles W. Morgan.* C.W. Morgan was managing 9 other whaleships at the time.

The *Morgan* made 37 voyages in her 80-year working career. In her 37 voyages as a whaler, the *Charles W. Morgan*, returned to port with a total value of cargo of $1,396,421.

In 1913 she was stripped and towed to Union Wharf, Fairhaven where she was laid up. The *Charles W. Morgan*, appeared in the silent file “Miss Petticoats” as the “*Harpoon*”. This helped in some of the ‘fitting out’ expenses. Her last voyage as a whaler ended in 1921.

Film making again saved the *Charles W. Morgan* when she was cast as a fully rigged ship for the films, “Down to the Sea in Ships” and in “Java Head”. She was laid up again in 1924.

In 1941, she was towed to Mystic, Conn. to become a part of the Mystic Seaport Museum which had been open since 1929. The *Morgan* was declared a National Historic Landmark in 1967. Through funds from

the Henry S. DuPont estate, a working shipyard and lift dock were provided to allow the *Morgan* to be refloated in 1973. She was restored and outfitted as she would have been rigged in 1906. In her 50+ years at Mystic Seaport over 15 million people have toured the ship

Now, the rest of the story: I purchased a partially built Marine Model kit of the *Charles W. Morgan* in June 2000. In doing the research on the kit, I discovered that the Marine Model kit was based upon how she was painted and rigged as seen in the movie "Java".

I purchased the partially built kit of the *Charles W. Morgan* from a fellow ship modeler in Connecticut for $100. He had started building the kit in the early 70's and had to set it aside due to family reasons. Included with the kit materials were his hand tools, a complete set of the Mystic Seaport plans for the restoration to the 1895 – 1906 period and a set of fittings from Model Shipways valued at almost $200 as they were originally priced in the early 70" s.

My completed model, was entered into the "Midwest Model Ship and Boat Competition" in 2005 as a display model and is shown at the start of this article. As a whaler, there were no white stripes or gun ports. The gun ports were fake, painted on for the movie, so they can be eliminated with sanding and paint.

Second issue, the Marine Model plans are at 5/32 scale, which makes the hull, between perpendiculars 18" long. The model hull in the photos is 31" between perpendiculars, which makes this build close to 7/32 – ¼" scale.

The major plus to this build, is you can walk her decks and photograph her rigging and talk to the shipwrights who maintain her. The actual ship is 585.5 miles from downtown Columbus, a one-day drive. Mystic Seaport, the town of Mystic and the south shore of Connecticut are delightful places to visit.

Contact me if you are interested in taking on the challenge. shipwright@breezelineohio.net.
Included with the hull are: Hull & Stand – 16.2 lbs.; 2 boxes of parts & extra wood supplies; complete set of plans.

Presentation:

Card Modeling:

We had two presentations this month, the first covered the history of card modeling, presented by Bill Nyberg: with the second by Julie Holloway, "Paper/Card Ship Modeling, from a kit or pattern."

"Card Modeling a History":

Card modeling, as we note it today, had its foundation about 2,000 years ago.

Paper, as shown below, was invented by a Chinese court official, Cai Lun, during the Han Dynasty in 105 AD. The invention of paper led to a new media to create intricate images and patterns.

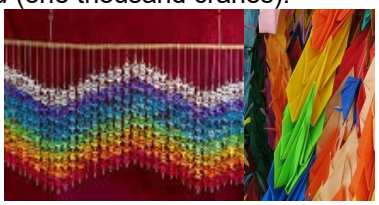
Below is a pictorial of the Chinese process:

In the 6th C AD, Chinese paper cutting, known as Jianzhi, was adopted for festivals, weddings, and other celebrations.

Paper cutting evolved to paper folding in the 14th-15th C in Japan and was called *orikata*. Paper folding, or origami, was a skill for aristocrats and soldiers to create ceremonial gift wrappings.

This in turn spread to Kashmir in the 15th century, and was initially used to decorate ceilings & furniture, replacing wood carving.

In Japan, in the 17th & 18th C, the first known publication of paper folding appeared. The term *origami*, became common in the 1880's and the modern tradition of *senbazuru* (one thousand cranes).



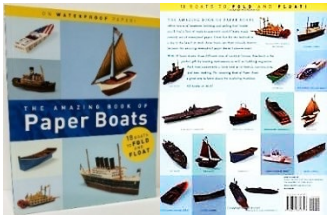
With the end of Sakoku "closed country" (the isolationist foreign policy of Japan), paper folding spread to Europe as western napkin-folding patterns.

Card modeling spread from:

- 17th C – Earliest paper model appeared; the first commercial paper models were sold through French toy catalogs.
- In the early 1800's the first commercial paper models were published in Germany.
- By the early 20th C, printed card models were common in magazines.

- Pre-WW II; the tab-slot method of construction had been developed. Published models of airplanes, boats and trains were available.
- During WW II, paper models had a boom in popularity, because paper was not heavily regulated.
- Post WW II, plastic models kits gained acceptance and paper modeling declined. But card modeling survived in Poland & Germany because paper was relatively inexpensive compared to plastic models.
- 1965 – Model Composites, invented in London, printed on A4 paper (8.5' x 11")
- 1972 – The paper format was changed to A5 card (5.83" x 8.27", smaller size paper sheet.
- Late 20th C – Card modeling revived with internet accessible through online communities and downloadable files.
- Today – Card modeling is a thriving hobby, with Poland and Germany producing high-quality kits, including laser-cut parts & detailed instructions.

For the ship modeler, there is a book available called "The Amazing Book of Paper Boats" by Jerry Roberts. Published in 2001, the book provides 48 sheets of waterproof paper, with step-by-step instructions to fold and build 18 different historical and recreational boat models that can float.

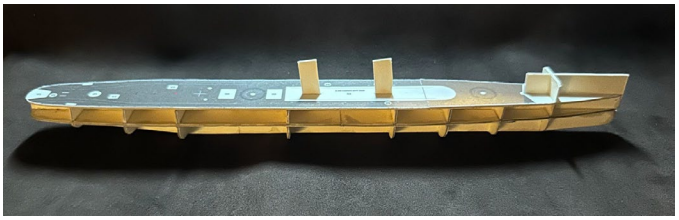


Google the title and you will find prices for the book vary between $9 - $45.

"Paper/Card Ship Modeling, from a kit or pattern"

By Julia Holloway

Paper model kits make a great inexpensive alternative to wood/plastic ship modeling, plus they travel well, especially if flying to Europe or elsewhere.



Our presenter, who does commute between Ohio and France, has experienced both, commuting and card modeling.

Note: A complete copy of the 70-page PowerPoint has been made available on the club's website. www.shipwrightsofohio.com

The following is a short summation of Julies 70-page PowerPoint presentation.

Advantages of card modeling include:

- Easy access: You can build your first card model from patterns off the internet or a purchased kit.
- Online patterns can be downloaded for free (or for small fee) from the internet and you can print them yourself at home or at an office supply store.
- Purchased kits (usually $30 -100) include pre-printed patterns for all the parts. Laser-cut frames and color-printed sheets of parts often show intricate details such as correct planking and treenail patterns.
- Deluxe kits can include wooden masts, deadeyes, and cloth sails, some even include turned brass cannons.
- No expensive tools needed, as a ship modeler, the tools you have are what you need.
- Easy transport, going to and from vacations.

In your research, the following are what you should look for in a card model:

- Good detail of printed parts - If printing your own, color laser printers are preferred over inkjet. If purchasing, be aware some kits have mediocre quality prints.
- Parts count - larger part counts don't necessarily increase difficulty, sometimes just how fussy cutting out the parts can be.
- The designer is important, as important as the publisher in terms of accuracy. Do a little online research.
- Date of publication: older kits were hand-drawn instead of CAD designed. Hand-drawn kits are not necessarily bad, but an older kit may not live up to the current standards of detail, fitness, and quality of artwork.
- Beware of pirated plans. Unscrupulous vendors scan commercially available card model kits and then host the files at third party file sharing sites. These are not 'free models', they have been stolen. DO NOT PATRONIZE SUCH SITES OR SHARE YOUR PURCHASES! Models obtained from such sites are pirated and thus violate MSW's site guidelines.
- Remember that designing card models isn't a lucrative business and designers are often fellow modelers as well. When you buy card models from legitimate sources, you support our modeling friends instead of unethical pirates.

There are two different ways to obtain card modeling kits: Online or Purchased. Their differences"

<u>Online:</u>

- Computer files of plans and parts:
  - You can print these yourself (your printer or at an office store)
  - You will need additional backing cardboard for lamination.
- Advantage: If you mess up, you can reprint the part
- Disadvantage: plans are often just a numbering system or very cryptic

<u>Purchased Kits:</u>

- Include: Plans, sometimes nicely detailed
  - Color printed parts.
  - Backing cardboard
  - Some kits may include wood masts, deadeyes, etc.

- Advantage: Plans are usually helpful, laser-cut frames reduce the need for lamination and finger

strain.
- Disadvantage: If you mess up, it can be hard to reproduce printed parts (even if you scan prior).

Julie, continued by explaining the steps in building a card ship:

- Printing (optional, not needed if buying a kit)
- Laminating the ship parts to the appropriate thickness
- Sealing (optional, but highly recommended)
- Cutting the ship parts out.
- Assembly:
  a) Scoring
  b) Folding/Curling/Rolling
  c) Gluing
- Finishing

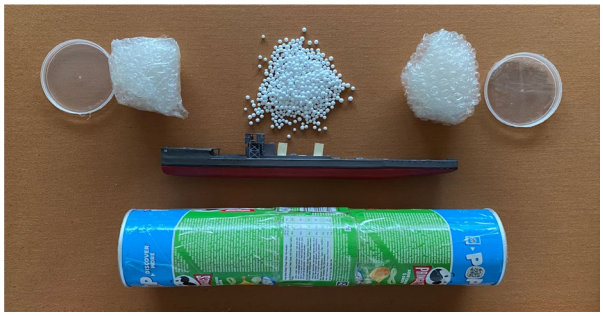
She then spent the next forty-eight slides providing what she has learned and the experience she has had with building her models.

In conclusion:

- Card kits are all inexpensive, yet an exacting way to model.
- Stiffen the frame (only) with a liberal application of cyanoacrylate adhesive prior to fairing.
- Protect colors and minute details of printed parts with spray acrylic varnish prior to cutting the parts out.
- Make a felt-lined stand prior to skinning the hull to protect it, if not constructing a waterline model.
- Pre-shape card for skins and use very light pressure and minimal PVA to avoid the <<starving cow>> look.
- Biggest frustration – small parts just disappear.

Since Julie travels between France and the USA, she shared how she has transported her build.

Consists of:



- Two chip cans
- Bubble wrap
- Polymer "bean bag" beads (pillow refill – 1L)

Julie has worked on two card models, The reference materials on the: ***V108 torpedo boat.***

Excellent tutorial by ccoyl:https://modelshipworld.com/topic/2701-intro-and-table-of-contents

Excellent build logs"

- https://en.m.wikipedia.org/wiki/ ORP_Kaszub_(1921)
- https://shipmodeler.wordpress.com/2017/07/10/an-intro-to-card-models-v108-torpedo-boat/
- https://modelshipworld.com/topic/16325-v108-by-catopower-digital-navy-1200-scale-card-torpedo-boat-msw-tutorial-build/
- https://modelshipworld.com/topic/19619-v108-torpedo-boat-by-glennreader-digital-navy-1200-card
- http://www.modelshipgallery.com/gallery/misc/sms/v108-200-mvs/mvs-index.html

Reference materials on *Le Coureur* (1/96)

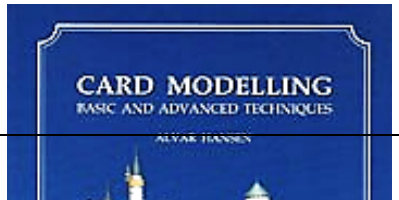
Forums and support for this card model include:

- https://modelshipworld.com/topic/16958-le-coureur-1776-by-heinrich-der-seefahrer-shipyard-196-card-frebch-lugger-and-additives
- https://modelshipworld.com/topic/34621-le-coureur-by-chazg-shipyard-196-card
- https://shipmodeler.wordpress.com/2022/02/13/my-newest-ancre-books-acquisition-le-coureur-monograph

Forums and support for paper/card ship kits include:

- Papermodelers.com
- Ecardmodels.com
- Paper Ship Models Facebook group
- Kartonmodellbau.org
- Papershipwright.co.uk (free downloads)
- Models 'n' More; (free downloads)
- Paper Shipwright
- Model Ship World
- Super-hobby.com
- Papel3d.com/en
- Modelland.co.uk
- Cardfaq.org

And finally, a book: "**Card Modelling" (Basic and Advanced Techniques) by Alvar Hansen**



Ships on Deck

The intro photos for each ship shown before the title is for reference to what the model may look like when finished.

USS Perry

by Jeff Northup

I picked this kit up at a garage sale about 30 years ago for 5 bucks. It was manufactured by BlueJacket back when they were operating out of Shelton, Connecticut. There is no date on the kit, but the plans were copyrighted in 1947.

The kit has a nicely milled solid pine hull, a few Britannia fittings and that's about it. The plans have about turned to parchment. A fun project.

BlueJacket recently released a new, large version of the *USS Perry*.

<u>Progress to date:</u>

Fore stays

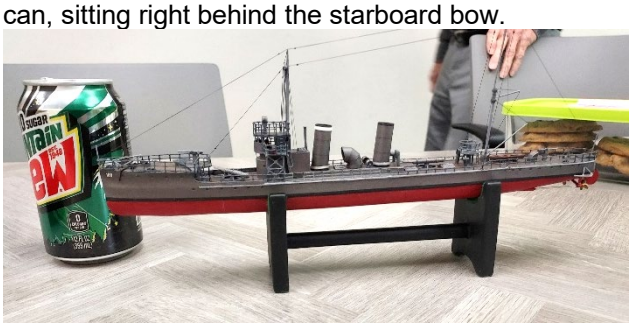
Starboard side view of foremast

V108 Torpedo Boat

by Julie Holloway

She is complete.

To reset your image: Below, that is a regular sized Dew can, sitting right behind the starboard bow.



Magnificent work, Julie.

Events & Dates to Note:

2026 Tentative Schedule

2026 Columbus Senior Expo
Polaris Fashion Center
11:00 – 3:00 PM
Friday, February 20, 2026

IPMS Columbus
BLIZZCON 2025, 9 am-4 pm
Makoy Center, Hilliard, OH
Saturday, February 21, 2026

Miami Valley Woodcarving Show
Christ United Methodist Church
Middletown, OH
March 6-7, 2026

46th Midwestern Model & Boat Show,
Wisconsin Maritime Museum, Manitowoc, WI
May 15-17, 2026

Lakeside Antique & Classic Wooden Boat
Lakeside Hotel, Lakeside, OH
July 19, 2026

2026 IPMS/USA National Convention
Grand Wayne Convention Center
120 W. Jefferson Blvd.
Fort Wayne, IN 46802
August 5-8, 2026

U.S. Navy "Blue Angles"
June 13-14, 2026, Dayton
Sept. 5-7, 2026, Cleveland

Ohio River Sternwheel Festival
Riverfront Park, Marietta, OH
September 11-13, 2026

Presentation Schedule:

2026 – Schedule Tentative
Jan 17 – Card Modeling – Holloway/Nyberg
Feb 21 – HMS Victoria - Mitchell
Mar 21 – Blocks & Tackles - Keller
Apr 18 –
May 16 –
Jun 20 –
Jul 18 –
Aug 15 –
Sep 19 –
Oct 17 – Wooden Steamers on the G.L. - Nyberg
Nov 21 –
Dec 19 –

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Wooden Steamers on the Great Lakes

Researched & written
By William E. Nyberg

The Gilded Age was a period in the United States from 1873 to the early 1890s, and was marked by rapid economic growth, political corruption, and social inequality:

- Economic growth: The US became the world's leading producer of coal, oil, steel, and food, and saw a huge increase in the importance of the factory system, railroads, mining, and finance.
- Political corruption: The Gilded Age was marked by widespread political corruption, with wealthy industrialists and bankers holding the most political power. Tammany politicians in New York used fraud, violence, and intimidation to win elections.
- Social inequality: The Gilded Age saw the rise of two distinct classes, separated by a gulf of wealth and circumstance. Women faced a sexual double standard and inequalities in marriage, with limited access to divorce and few long-term career options.
- The Gilded Age name: The term comes from the 1873 novel “The Gilded Age” by Mark Twain and Charles Dudley Warner, which satirically depicted the era's corruption and political figures.
- The Panic of 1873 was blamed for setting off the economic depression that lasted from 1873 to 1879. This period was called the Great Depression, until the even greater depression of 1893 received that label, which it held until the even greater contraction in the 1930s, now known as the Great Depression.
- Other events during the period were: The US seized the Philippines, Puerto Rico, and Cuba after the Spanish-American War.

Supporting the economic growth was the change from wooden vessels on the Great Lakes to larger iron and then steel vessels. To transfer the growing needs of the steel mills and the transfer of grain crops to populated areas, Great Lakes ships needed to be structurally stronger to support the increase cargo weight, Longer vessels were required to support the larger cargos and this required stronger hulls to prevent “hogging” which impacted wooden ships structural keels.

The first two iron hulled vessels were bult on the Great Lakes in 1844, The *Colonel Albert* for the U.S. Army, at Buffalo, NY; and the *USS Michigan*, for the U.S. Navy, at Erie, PA. The first steel vessel was the propeller *William Chisholm* built by Globe Iron Works at Cleveland, OH in 1884.

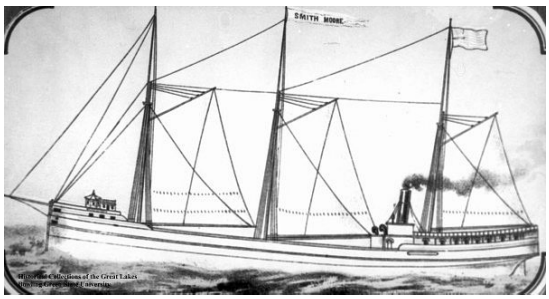
1880-C, January 2026

Minnesota: Wolf & Davidson, at Milwaukee, WI, built a wooden propeller for the Inter-Ocean Transportation Co. off Milwaukee to be used in the Escanaba bulk ore trade. Her initial enrollment was issued at Milwaukee, in August 1880. Her measures were: 206.75’ x 36.66’ x 18.42’; 1138.03 grt, 903.10 net. The propeller *Minnesota* was issued official number 91272. She was powered by a Fore & Aft Compound engine, 23”, 48” bore x 40" stroke, 625 horsepower. Steam was generated by two firebox boilers, 7' 6" x 18' 6", 90 pounds steam, both built by Sheriffs Manufacturing Co, Milwaukee. Her chief engineer for the 1880 season was M. Conley. In October 1893, the propeller *Minnesota* went aground at Bar Point, Lake Erie. Released. In August of the following year, she caught fire in her cabin while in mid-lake. Extinguished.

Ownership of the propeller *Minnesota* was changed in April 1899, to the Lake Shore Transit Co., Vermilion, OH. Her master for the 1899 season was Captain J. S. Jones with James Hyde in 1899 and F. McKinney in 1900 as chief engineer.

In September of 1899, ownership of the propeller *Minnesota* was changed to Corrigan, McKinney & Co., James Corrigan, Wickliffe, OH trustee. Masters of the propeller *Minnesota* were: 1901-02 seasons, Captain Fabian B. Cody with, C. Stedman in 1901, and S. Moore in 1902 as chief engineers; and for the 1902-03 seasons, Captain Harvey Peters with Frederick Craig in 1903 as chief engineer. In November 1903, the propeller *Minnesota,* bound up with a cargo of coal, caught fire in her engine room and burned off Walpole Island, St. Clair River. She was abandoned by her crew and drifted down to Sans Souci, MI before sinking at Hansen’s Island, St. Clair River. No lives lost.

In August 1904, the wreck of the propeller *Minnesota* was removed by the Reid Wrecking Co., Sarnia, ONT.



Smith Moore: At the George Presley Yard, Cleveland, OH, a wooden propeller was built for Smith Moore et al,

Cleveland, OH. Her original enrollment was dated August 9, 1880. Her measures, as recorded, were 223.33' x 35.0' x 18.16', 1191.42 grt, 1000.20 net. It was noted that she had two decks, a plain head & a round stern. She was assigned official number 115721. Her investors were: Smith Moore, Harvey H. Brown, F.W. Pelton, J. W. Moore, Maria L. Parkhurst, Jno. B. Cowle and H. D. Coffinberry, all from Cleveland, OH. She was powered by a low-pressure engine, 33" bore x 36" stroke, built by Globe Iron Works, Cleveland. Steam was generated by a firebox boiler, 10.5' x 18', 60 pounds steam. The propeller *Smith Moore* was built for the bulk freight grain and iron ore trade. From 1881 to 1885, the *Smith Moore* operated in the ore trade between Cleveland and Marquette, MI. In February 1881, *Smith Moore* went aground at Toledo, OH. Released. In September 1884, the propeller *Smith Moore* caught fire and was damaged, while unloading cargo at Sandusky, OH.

In April 1885, ownership of the propeller *Smith Moore* was transferred to Harvey H. Brown, ½ shares, F.W. Pelton, 1/3 share, both from Cleveland, OH; et al. Her master in 1885 was Captain C. G. Ellis with William J. Gervin as chief engineer in 1887. For the 1885 season, the propeller *Smith Moore* towed the schooner-barge *Grace Holland* (US39633). In May 1887, the *Smith Moore* had her boiler rebuilt by the Iron Bay Manufacturing Co., Marquette, MN. In February 1889, she was contracted to quarry and pile on breakwater rocks for Powell & Mitchell. In July 1889, bound down from Marquette, MI to Cleveland, laden with iron ore, the propeller *Smith Moore* was rammed in dense fog by the propeller *James Pickands* (US76626). She stayed afloat until the fog lifted and the bulk freighter *M. M. Drake* (US91485) came to her assistance. Taken in tow for Munising, MI, she sank in 70 feet of water, 500 feet offshore, one-half miles east of Grand Island Lighthouse, Munising MI, Lake Superior. No lives lost.

Final enrollment for the propeller *Smith Moore* was surrendered at Cleveland, December 21, 1889.

Thomas W. Palmer: In 1880, Detroit Dry Dock Co., Detroit, MI, built a wooden steambarge for the Michigan Navigation Co., of Detroit, to be used in the bulk freight trade. She was enrolled at Detroit, September 15, 1880, and assigned official number 145229. Her measures were: 205.42; x 34.42; x 17.58'; 1096.0 grt, 886.56 net. She was powered by a fore & aft compound engine, 23", 44" bore x 40" stroke, 750 horsepower, built by Dry Dock Engine Works, Detroit, MI in 1880. Master's and chief engineers were: 1881 & 82 season was Captain John Wesley Duddleson; 1886=88 season, Captain George F. Stilphen with George B. Kelly in 1885 and Thomas Drysdale in 1888 as chief engineers. In August 1886, bound for South Chicago, the steambarge *Thomas W. Palmer* broke her machinery below the Sault on Lake Michigan. In October 1887, the steambarge *Thomas W. Palmer* broke her rudder at Milwaukee, WI. Repaired.

In October 1888, ownership of the steambarge *Thomas W. Palmer* was changed to James McKenzie and Mary. Rodgers, et al, both from Buffalo, NY. In November 1888, the steambarge *Thomas W. Palmer* collided with schooners *Mary & Philo Scoville.* In March 1889, with the addition of the composite hull steambarge *Thomas W. Palmer* (U145513), built in 1889, the wood hull steambarge *T. W. Palmer* was renamed *Samoa,* (U145229). In October of that same year, the steambarge *Samoa* went ashore on St. Clair Flats. Released. The following month, the *Samoa* received a new scotch boiler at Buffalo, NY, built by M. Riter Boiler Works; 12' 6" x 13', 130 pounds steam. Master of the steambarge *Samoa*, for the 1890 to 1892 seasons was Captain Joseph Shackett. In September 1890, up bound with a cargo of coal, the steambarge *Samoa* entered Lock 18 of the Welland Canal with a nine-inch snubbing line out, but the lock-tender let in water so fast that the line parted and the vessel became uncontrollable, damaging the lock gate. In April 1891, the steambarge *Samoa* went aground in the St. Mary's River, Lake George. Released. In July 1896, the *Samoa* loaded with 74,000 bushels of grain, struck a rock in the St. Lawrence River at the narrows near Brockville, Ont. and sank in 16 feet of water. When raised her damage to the vessel was thirty floor frames broken and one-half of the keel. In May of the following year, the steambarge *Samoa* went hard aground on Harsen's Island, Detroit River. Released. In May of the following year, bound down from Point Abino for Buffalo, the steambarge *Samoa,* laden with coal, *was* disabled in the Welland Canal. Her master of the steambarge *Samoa* were: 1899 – 1902 - Captain John W. Isbester with James Cavanaugh in 1898, L. Walpole in 1899, and Joseph Valley 1900-1901 as chief engineers; 1903-1906. Captain James Burton Maddock with William Westbrook in 1903, and James Bennett, 1904 – 06, as chief engineer.

In November 1901, ownership of the steambarge *Samoa* was changed to Mary Rodgers, 3/16 share, Buffalo; Ben Birdsall, 3/16 share, Detroit; and Edward Newsom, 3/16 share, Somerville, MA; et al.

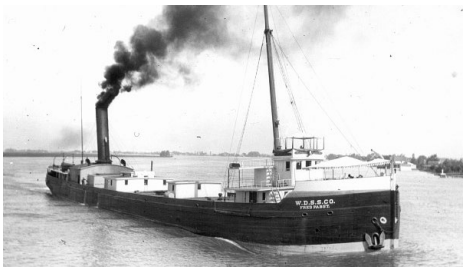
In April 1902, ownership of the steambarge *Samoa* was changed to John O. Teagan, Detroit; William T. Teagan, Boston; et al. In August 1905, the steambarge *Samoa* went aground on Simmons Reef, Lake Michigan. Released.

In June 1908, ownership of the steambarge *Samoa* was changed to Baker Transportation Co., Detroit, MI.

In April 1909, ownership of the steambarge *Samoa* was transferred to Harris W. Baker, Detroit. In September 1909, while loading copper sand for Toledo, the steambarge *Samoa* was struck by lightning, caught

fire at the Osceola Mills, Torch Lake, MI, Lake Superior and burned to a total loss.

Final enrollment surrendered at Detroit, MI, October 3, 1909.



Grace Patterson: John W. Callister, at Grand Haven, MI, with John Neal, as master carpenter, built a wooden steambarge for William R. Patterson, of Manistee, MI, to be used in the bulk freight trade. Enrolled at Grand Haven on August 7, 1880, her recorded measures were: 86.0' x 17.4' x 7.7': 110.93 grt, 77.15 net. Her engine and boiler were not listed. She was assigned official number 85634. In January 1881, the steambarge *Grace Patterson* was caught in ice near Frankfort, MI. Released. In June of 1881, the steambarge *Grace Patterson,* during heavy fog, went aground on the beach ten miles north of Ludington, MI. Released. In March 1882, downbound from Manistee, MI for Milwaukee, laden with lumber & lath, the *Grace Patterson,* encountered a heavy gale, sprang a leak dousing her fires, before she stranded on Two Rivers Point, WI, then caught fire and burned. The crew was rescued by lifesavers. No lives lost. The vessel settled on a quicksand bottom.

Her enrollment was surrendered in February 1885 and noted "Wrecked & abandoned". There had been three unsuccessful attempts to salvage the vessel.

R.G. Peters: Built at the Milwaukee Shipyard Co., Milwaukee, WI; with John Fitzgerald, as master carpenter, as a wooden steambarge, for John Canfield, Manistee, MI. She was enrolled, June 22, 1880, at Grand Haven, MI. Her measures were: 175.4' x 31.0' x 10.5'; 386.04 grt. She was built for the bulk freight lumber trade and could carry a cargo of up to 375,000 to 400,000 board feet of lumber. She was assigned official number 110424. She was a screw propeller, iron strapped, with three masts. Her engine and boiler are unknown.

Ownership of the steambarge *R. G. Peters* was changed, April 1881, to Louis Sands, Manistee, MI. On December 2, 1882, bound from Chicago for Manistee in ballast, with the schooner barge *A.W. Luckey* (1582) in tow. About 40 miles off Milwaukee, on Lake Michigan, in a heavy gale and snowstorm, the steambarge *R. G. Peters,* caught fire during the night. She burned to the water's edge and sank. No wreckage or bodies were ever found. All fourteen, including her captain and crew, were lost. The schooner *A.W. Luckey,* was unable to provide assistance due to a partially disabled split mainsail and a dysfunctional centerboard.

Final enrollment surrendered at Grand Haven and endorsed "Burned."

Progress: Wolf & Davidson, Milwaukee, WI; with W. H. Wolf, as master carpenter, built a wooden bulk freighter, for William H. Wolf, ½ share; and Thomas Davidson, ½ share, both from Milwaukee WI. Her initial enrollment was issued at Milwaukee, October 12, 1880. Her measures were: 255.16' x 37.0' x 19.66'; 1596.20 grt, 1309.95 net. She was issued official number 150205. The propeller *Progress* powered by a steeple compound engine, 22", 36" bore x 42" stroke, 900 horsepower, built by Globe Iron Works, Cleveland, OH in 1880. Built for the bulk freight trade. In November 1880, the propeller *Progress* collided with the steamer *Northwest* (18107) and went aground in Bois Blanc Island reef, Lake Huron. She was released and repaired.

Ownership of the propeller *Progress* was changed, in May 1881, to Menominee Transportation Co., Milwaukee. Chief engineers for the boat were: James C. Hay, 1881; James Spears, 1884; and Frederick Potts in 1889. In October 1883, the propeller *Progress* went aground at the entrance to Ashtabula Harbor, OH. Released. In July 1887, the propeller *Progress,* laden with a cargo of ore, went ashore on Lake Michigan. She had a property loss to her hull, valued at $3,000. Released.

In March 1889, ownership of the propeller *Progress* was changed to Chapin Mining Co., Milwaukee. Master of the propeller *Progress,* in 1890, was Captain Boothman with Edward Dempsey as chief engineer.

Ownership of the propeller *Progress* was changed in July 1890, to Inter-State Transit Co., Milwaukee, WI. Neal Hanson was chief engineer. In September 1890, the propeller *Progress* and the propeller *Fred McBrier* (120452) collided in heavy fog, at Waugoshance Point, Lake Michigan, sinking the *McBrier.* In June 1892, the steel propeller *Briton* (U3493), laden with ore, collided with and sank the upbound propeller *Progress,* laden with coal, off Wyandotte, MI, at the mouth of the Detroit River.

In July 1892, ownership of the wreck of the propeller *Progress* was changed to Detroit Dry Dock Co. The propeller *Progress* was raised by the Murphy Wrecking Co. and repaired.

In April 1893, ownership of the propeller *Progress* was changed to Progress Transportation Co., Detroit, MI. Her chief engineer for 1893 was William M. Cavanaugh, with William Cocklin as chief engineer in 1894. Progress received, in 1896, a new scotch boiler,

12.5’ x 12' built by Dry Dock Engine Works, Detroit, MI. Thomas Leitch served as chief engineer in 1897.

Ownership of the propeller *Progress* was changed, in September 1899, to James Corrigan, Wickliffe, OH. Her primary officers were: Captain W. C. Goodsell with J. Williams as chief engineer in 1900; Captain Edward Rains with John Radford in 1901; Captain Frank D. Perew with Harvey S. Haynes in 1902-03; Captain Thomas P. Bennett and Frederick Craig in 1904; and Captain Thomas J. Brady and John Maxwell as chief engineer in 1905. In November 1905, following a storm, the propeller *Progress* stranded in Green Bay and was declared a constructive loss. Her enrollment was surrendered, June 30, 1906, at Cleveland, OH, and endorsed "vessel lost".

Ownership of the stranded propeller was changed to Charles S. Neff, Milwaukee. The *Progress* machinery and her hull were recovered separately in 1906. She was not returned to a powered service but was converted to a crane-equipped construction barge in 1908 at Manitowoc, WI. Re-documented at Milwaukee, in 1908, her enrollment rig and measurements changed: barge: 248’ x 37.5’ x 15’; 844 grt, 844 net.

Ownership of the barge *Progress* was changed, May 1908, to Edward Gillen Dock, Dredge, & Construction Co., Racine, WI. The barge *Progress,* under tow of the tug *John Leathem* (76064), in a northwest gale in May 1911, had her tow line broken and the barge drifted onto a sandbar, off Ashtabula, OH. Released. No lives lost.

In March 1917, ownership of the barge *Progress* was changed to Great Lakes Dredge & Dock Co., Milwaukee, WI.

In March 1920, ownership of the barge *Progress* was changed to W.E. Gaynor, Duluth, MN.

In December 1920, ownership of the barge was changed to Ralph Kilcore, Buffalo, NY. By mid-1921, the condition of the barge *Progress* was such that further operation appeared unsafe and further repairs not economical. She was abandoned to rot and sank off Milwaukee.

Final enrollment was surrendered July 13, 1927, and endorsed "abandoned”. The remains of the barge *Progress* have not been found.

Rochester: Union Dry Dock Co., Buffalo, NY, built a wooden propeller for the Union Steamship Co., also of Buffalo, to be used in the package freight trade. Enrolled at Buffalo, August 12, 1880, her measures were: 266.75’ x 40.0’ x 16.0’; 2220.05 grt, 2046.30 net. She was assigned official number 110438. She was powered by a steeple compound engine, 20", 20", 40", 40" bore x 48" stroke, 750 horsepower, built by King Iron Works (H. G. Trout), Buffalo, NY. Steam was generated by two firebox boilers 8' x 16', 100 pounds steam, built by M. Riter, Buffalo, NY in 1880. Her chief engineer was Robert Walker, 1886-89.

In April 1894, ownership of the package freighter *Rochester* was changed to John King, and J.G. McCullough, both from New York, NY, who were receivers of the Union Steamboat Co.

In April 1896, ownership of the package freighter *Rochester* was transferred to E.B. Thomas and J.G. McCullough, New York, NY - receivers of the Union Steamboat Co. Master of the package freighter *Rochester* was Captain McDonald for the 1896-97 seasons.

Ownership of the package freighter *Rochester* was changed to Erie Railroad Co. in September 1896. Masters of the package freighter *Rochester* were Captain George T. Morris, 1899 – 1900; Captain P. O’Neil, 1901, and Captain P. O’Neill, 1902-03 seasons with Nelson Johnson, 1899-1903, as chief engineer.

Ownership of the package freighter *Rochester* was changed in 1903, to Union Transit Co., Buffalo, NY. Masters of the package freighter *Rochester* were: 1904 season, Captain Norman McGuire with B. F. Goodwin as chief engineer; 1905 season, Captain O.P. Finegan with E. M. Carpenter as chief engineer. In November 1905, the package freighter *Rochester* stranded near Escanaba, MI. Released.

Ownership of the package freighter *Rochester* was changed, in August 1906, to Sydney C. McLouth, Marine City, MI. He had her rebuilt at Marine City, MI and enrolled as *Sydney C. McLouth,* (110438) to be used in the cement trade. Her masters were: Captain William W. Shorkey from 1907 – 12, with John Lietch, 1907; Roman Shinskey, 1908; Nelson Goulett, 1909, & 1912, and Nelson Gulette, 1910 & 11, as chief engineers. In June 1909, the freighter *Sydney C. McLouth* stripped her wheel on a projection from the wrecked steambarge *Oscar T. Flint* (23660) at Thunder Bay, Lake Huron. In June 1912, the freighter *Sydney C. McLouth* caught fire and burned to her water’s edge and sank in shallow water, 8 miles northeast of Pensaukee, WI, Lake Michigan. No lives lost.

Final enrollment for the package freighter *Sydney C. McLouth* was surrendered at Port Huron, MI, June 29, 1912.

William Rudolph: R. J. Kandt, at Mount Clemens, MI, built a wooden steambarge, for R.J. Kandt & Letitia Hall,

of Mount Clemens for the lumber trade. Enrolled at Detroit, June 08, 1880, her measures recorded as: 116.1' x 23.6' x 9.33'; 204.11 grt. She was powered by a high-pressure engine, 18" bore x 20" stroke, 275 horsepower, built by Phoenix Iron Works, Port Huron, MI. in 1880. Her boiler was also built by Phoenix Iron Works in 1880. At enrollment, she was assigned official number 80762.

Ownership of the steambarge *William Rudolph* was changed, in September 1881, to J.A. Prentice & W.G. Van Auken, both of Saginaw, MI. She ran between Saginaw, MI and Cleveland, Ohio. During winter layup 1881/82, the steambarge *William Rudolph* was lengthened and her enrollment measures were changed, in April 1882 at Port Huron to: 145' x 23.5' x 9'; 267.89 grt, 209.13 net. The steambarge *William Rudolph* received a firebox boiler, 7' x 15', 90 pounds steam, built by S Pratt & Co. Detroit in 1883

Ownership of the steambarge *William Rudolph* was changed, in March 1885, to W.G. Van Auken, Saginaw, MI. In October 1886, the steambarge *William Rudolph.* laden with lumber and bound down, East Saginaw, MI for Cleveland, when she caught fire and partially burned before sinking in Lake Saint Clair. She was raised and rebuilt at the Wolverine dry docks, where she received a new boiler.

Ownership of the steambarge *William Rudolph* was changed in May 1887, to John W. Porter, Port Huron, MI.

In August 1887, ownership of the steambarge *William Rudolph* was changed to A.E. Banks, Milwaukee, WI.

Later that same month, ownership of the steambarge *William Rudolph* was transferred to: A.E. Banks, H.M. Benjamin & B.M. Weil, all from Milwaukee.

In February 1888, ownership of the steambarge *William Rudolph* was transferred to Benjamin & Weil, Milwaukee.

In April 1888, ownership of the steambarge *William Rudolph* was transferred to Benjamin, Milwaukee.

In October 1893, ownership of the steambarge *William Rudolph* was changed to Theodore Plathner, Milwaukee.

In April 1894, ownership of the steambarge *William Rudolph* was changed to: "Cameron Lumber Company of Michigan", Milwaukee, WI.

In August 1897, ownership of the steambarge *William Rudolph* was changed to E.N. Hatch, Saint Joseph, MI.

In October 1897, ownership of the steambarge *William Rudolph* was changed to Peter Reiss & Gustave Huette, Sheboygan, WI.

In December 1897, ownership of the steambarge *William Rudolph* was transferred to Peter Reiss, Gustave Huette et al, Sheboygan, MI, and C.C. Reis Coal Company, Milwaukee, WI. Her master in 1899 was Captain Rudolph Rieboldt.

May 1901, ownership of the steambarge *William Rudolph* was changed to Ansel F. Temple, Muskegon, MI.

August 1907, ownership of the steambarge *William Rudolph* was changed to Charles B. Moiles, Saginaw, MI. In June 1908, ownership of the steambarge *William Rudolph* was changed to Edward Gillen Dock, Dredge & Construction Company, Racine, WI. In October 1913, the steambarge *William Rudolph* was beached as shore protection near Racine, WI.

Final enrollment for the steambarge *William Rudolph* was surrendered at Milwaukee, November 15, 1913, and endorsed "abandoned".

Varuna: Robert Davis, at Wolfe Island, Ont., the largest of the Thousand Islands, and located at the entrance to the St. Lawrence River in Lake Ontario, built a wooden propeller, for the passenger trade on the Bay of Quinte. She would run between Trenton, Belleville and Picton. Owned by Captain Jonathan A. Porte, of Trenton, Ont. the propeller *Varuna* was enrolled at Picton, Ont., May 20, 1880. Her measures were: 94.4' x 17.0' x 5.1'; 134.04 grt, 85.20 net. She was assigned Canadian number 72967. She was powered by a high-pressure engine, 14' bore x 14" stroke, 40 horsepower, built by Davidson & Doran, Kingston, Ont. Her owner was master of the propeller *Varuna* from 1880 to 1892. In June 1880, the propeller *Varuna* broke her wheel and was towed to Trenton, Bay of Quinte for a new wheel. In October of that same year, she again broke her on the Bay of Quinte run. In November, she received a new wheel at the Kingston Foundry. In March 1881, she had false sides installed at Trenton, Ont., to strengthen her. In May of that same year, she broke two flanges of her wheel and was hauled out at Deseronto, Ont. for repairs. July 1881, while backing around the foot of the island in Belleville harbor, the propeller *Varuna* struck a log that loosened her wheel. She discharged her passengers and went to Deseronto for repairs. In April of 1882, she again broke her wheel and was towed to Trenton, Ont., for a new wheel. In May 1883, a raft of logs in tow of the tug *Rambler* (C75681) came in contact with the propeller *Varuna* and careened her so that a lighted lamp fell, broke, setting the deck on fire. Hearing the alarm, the tug captain stopped her engine, preventing the *Varuna* from capsizing. In May 1884, while leaving Picton, the propeller *Varuna* broke her shaft. Repaired. In 1886, the propeller *Varuna* was licensed to carry, up to, 188 passengers. In September 1886, while returning in fog, from an excursion trip to Thousand Island Park, the propeller *Varuna* struck a rock and knocked off her wheel. She was towed to Kingston Foundry for repairs. In October 1886, while returning from Picton, the propeller *Varuna* broke her rudder post. Taken in tow to

Deseronto, the tow line broke and the *Varuna* was dashed against the docks and lumber piles damaging her stern and upper works. Repaired. In April 1887, D. McEwen & Son, Kingston, Ont. compounded the high-pressure engine of the propeller *Varuna.* The following month, the propeller *Varuna* again broke her wheel. Repaired.

Ownership of the propeller *Varuna* was transferred, in March 1888, to Thomas J. Porte, Picton, Ont. In May of that year, the propeller *Varuna* broke her wheel near Mississauga Point on her first trip of the season. Repaired. In August 1892, bound to Picton, the propeller *Varuna* broke a portion of her steering apparatus. She was towed to Deseronto for repairs.

In April 1893, ownership of the propeller *Varuna* was changed to William B. Cooper, Picton, Ont. and Captain William E. Van Vlack. Master of the propeller *Varuna* was Captain W. E. Van Vlack.

Ownership of the propeller *Varuna* was transferred, in October 1893, to William B. Cooper, Captain Alfred Hicks & Reuben Norcross. Master of the propeller *Varuna* for the 1893 to 1905 seasons, was Captain Alfred Hicks. During the winter lay-up, 1894-1895, the propeller *Varuna* had her hull rebuilt with white oak and iron. In August 1896, the propeller *Varuna* struck bottom while going up the bay and bent her shoe. Repaired at Picton.

Ownership of the propeller *Varuna* was transferred, in November 1898, to Captain Alfred Hicks & R. Norcross. In November 1899, the propeller *Varuna* ran aground near Belleville, Ont. on her trip from Trenton. Released. August 1901, scheduled for a Thousand Island excursion, the propeller *Varuna* broke her crank and had to cancel until repaired. Early in the 1902 season, the propeller *Varuna* broke her wheel, had it repaired, and then struck a sunken log and again broke her wheel.

Ownership of the propeller *Varuna* was transferred to Captain Alfred Hicks & Cooper.in September 1904.

Ownership of the propeller *Varuna* was transferred, in November 1904, to Captain Alfred Hicks & Captain J. E. Rathbun. David Sinclair was chief engineer for the 1905 season. In July 1907. while backing out from the dock at North Port, Prince Edward, the propeller *Varuna* had her engine fail and drifted on a point nearby and a hole was stove in her bottom on the starboard side. She was towed to Deseronto for repairs.

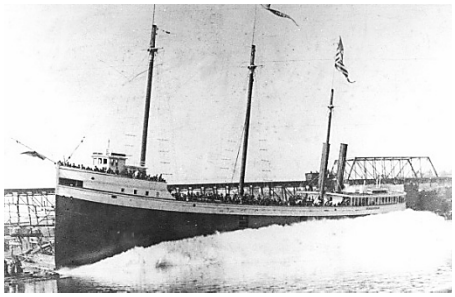
Ownership of the propeller *Varuna* was transferred, in February 1908, to Captain J. E. Rathbun & William B. Cooper. Masters of the propeller *Varuna* were Captain J. E. Rathbun, 1909-11 seasons, with William McUtter in 1909 and Walker in 1911 as chief engineers; and Captain John Rathbun in the 1912 season, with James Wallace in1912 and James Walker in 1914 as chief engineers.

Ownership of the propeller *Varuna* was changed in March 1910 to Quinte Navigation Co., Ltd. Picton, Ont.

Ownership of the propeller *Varuna* was changed in December 1910, to Ontario & Quebec Navigation Co., Ltd.

In April 1916, ownership of the propeller *Varuna* was changed to Canada Steamship Lines. Reportedly scuttled in Lake Ontario in 1920.

Dropped from Canadian List of Shipping in 1940. Registry closed at Picton, Ontario, November 14, 1940, and endorsed "scrapped c.1924."



Wocoken: At Cleveland, Ohio, Thomas Quayle's Sons built a wooden propeller for R.K. Winslow, ½ share, Cleveland; and H.J. Winslow, ½ share, New York, NY, to be used in the bulk freight trade. She was enrolled at Cleveland, July 1880, with measures: 251.5' x 37.16' x 18.42'; 1400.37 grt, 1179.10 net. She was powered by a Steeple Compound engine: 30", 56" bore x 48" stroke, 1,200 horsepower, built by Cuyahoga Steam Furnace Company, Cleveland. Steam was generated by two boilers, 9'6" x 17', 100 pounds steam. Her official number was 80778.

"Wocoken" is an archaic term that refers to Ocracoke Island, North Carolina. It was one of the earliest recorded spellings of the island's name, appearing on maps drawn by English explorer John White in 1585. The name is thought to derive from the Woccon tribe of Native Americans, who lived in the mainland tidewater and utilized the island for hunting and fishing encampments. One proposed explanation for the name's meaning suggests it's a "tortured Anglicization" of the Algonquian word "waxihikami," which translates to "enclosed place, fort, or stockade". Another possibility is that it evolved from the Native American response "Wingandacon" (meaning "You wear good clothes") to the expedition's inquiry about their country's name.

In November 1880, the propeller *Wocoken,* while approaching the dock near the Central elevators on the Detroit River, fouled the schooner *Ishpeming* (100039) opening her seams. During winter layup, 1880/81, the propeller *Wocoken* received an interior iron arch, 150' long, 26" wide, 1" thick, at Cleveland. The cost, between $800 to $1,000. In August 1881, the propeller *Wocoken,* with consort *Delaware* (6492), ran on a reef at White Rock, MI, Lake Huron. She was released and repaired. Master of the propeller *Wocoken,* for the 1883 season, was Captain Buffington. In May of that year, bound for Erie, PA, laden with 73,000 bushels of corn, the propeller *Wocoken* was roughly handled in a gale off Grand Haven, MI. Repaired. In October 1883, the propeller *Wocoken* was disabled by a broken crank pin while on Lake Michigan. In May 1884, the propeller *Wocoken* went aground at Point aux Pins, Lake Huron. Released. The following month, she stranded at St.

Mary's River, Lake Superior. Released with an estimated loss set at $1,800. In October of the same year, laden with wheat, she sprang a leak on Lake Superior. Estimated loss of cargo set at $2,200. The following month, the propeller *Wocoken* had her cargo damaged during a gale on Lake Superior. Cargo loss set at $4,000. Alfred E. Welch served as chief engineer for the 1886 season. In April 1887, bound up from Buffalo for Chicago, the propeller *Wocoken,* laden with coal, stove a hole in her bow while working through ice in the Straits of Mackinac, Georgian Bay. Repaired. Hull damaged set at $2,000.

Ownership of the propeller *Wocoken* was transferred, in May 1884, to H.J. Winslow, ½ share, New York; R.K. Winslow, 3/8 share; and John R. Chadwick, 1/8 share, both from Cleveland.

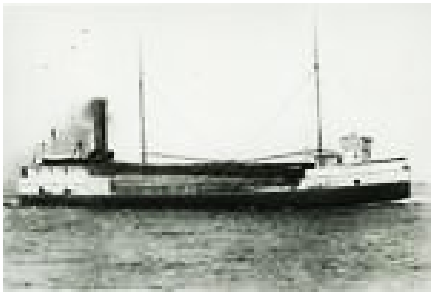
Ownership of the propeller *Wocoken* was transferred, April 1890, to R.K. Winslow, 7/8 share; and John R. Chadwick, 1/8 share, both from Cleveland. Master of the propeller *Wocoken* for the 1892 season was Captain George Y. Dayton with Andrew J. Wilson as chief engineer.

Ownership of the propeller *Wocoken* was changed, in May 1893, to John Mitchell, 1/4, Cleveland, OH; Alfred Mitchell, 1/4, Cleveland, OH; Philip Morris, 1/4, Cleveland, OH; Alfred Meswall, 1/4, Marine City, MI. (04/05/1893)

Master of the propeller *Wocoken* in 1893 was Captain Eugene Rathbun and Captain Alfred Meswald with Michael Hinkelmann as chief engineer.

Bound up from Ashtabula, OH for Duluth, MN, laden with coal, and towing the schooner barge *Joseph Paige* (75593), the propeller *Wocoken* seeking shelter from a storm, foundered off Long Point, Lake Erie. The storm, Hurricane # 9, for year 1893, was the third most energetic hurricane season. The storm made landfall on South Carolina and then continued far inland. Shipping on the Great Lakes was severely impacted, resulting in the sinking or stranding of at least 39 ships. Of the crew and passenger on the *Wocoken,* 12 lives were lost, of 15, including the owner's sister, the captain's wife, as well as her master: Capt. Albert Meswald. Three crewmen saved themselves by climbing the rigging as she went down.

Final enrollment for the propeller *Wocoken* was surrendered at Cleveland, November 11, 1893. Her engine, gear and boilers were salvaged the following September.



H. Luella Worthington: Henry D. Root, at his Lorain, OH shipyard, built a wooden propeller for George H. Worthington, 7/8 share, N. Amherst, OH; and J. M. Worthington, 1/8 share, Elyria, OH, to be used in the bulk freight trade. Enrolled at Cleveland, July 24, 1880, her recorded measures were: 148.5' x 27.75' x 11.5'; 375.45 grt, 319.0 net. Her assigned official number was 95603. She was powered by a high-pressure engine, 26.5" bore x 30" stroke, originally installed in the *Meteor* (17570). Steam was generated by a tubular marine boiler, 70 pounds steam, build by Cuyahoga Iron Works in 1863 and also installed in the propeller *Meteor.* The steambarge *H. Luella Worthington* was rebuilt during winter layup 1880/81, adding two decks. Enrollment of the steambarge *H. Luella Worthington* was transferred to Detroit in April 1881, with measurements 150.2' x 27.9' x 19.1'; 647.06 grt - 558.5 net. Her master for the 1881 season was Captain C. H. Cummings.

Ownership of the steambarge *H. Luella Worthington* was transferred in April 1883, to George H. Worthington, ½ share, N. Amherst; Edward Worthington, 3/8 share, Chicago; and J. M. Worthington, 1/8 share, Elyria, OH.

In March 1886, ownership of the steambarge *H. Luella Worthington* was changed to Spalding Lumber Co., Cedar River, MI. John Murphy, owner. Her chief engineer for the 1887-88 seasons, was John Miller. In April 1896, the steambarge *H. Luella Worthington* was converted into a lumber barge, with one deck. Her enrollment measures were changed to 148.6' x 27.9' x 11.5', 375.45 grt - 319.61 net. In 1892, the lumber barge *H. Luella Worthington* received a fore & aft compound engine, 19", 36" bore x 30" stroke, 325 horse power and a firebox boiler, 8'6" x 16', 90 pounds steam, both built by Montague Iron Works, Montague, MI in 1892.

In February 1899, ownership of the lumber barge *H. Luella Worthington* was changed to Captain S. R. Chamberlain, Chicago. Masters of the lumber barge *H. Luella Worthington* were Captain William Chamberlain Sr, 1900 season; and Captain William McKay, 1901 season.

In March 1902, ownership of the lumber barge *H. Luella Worthington* was transferred to Chamberlain Transportation Co, Chicago, IL.

In August 1902, ownership of the lumber barge *H. Luella Worthington* was changed to Thomas Bradwell, Chicago.

In November of that same year, ownership shares of the lumber barge *H. Luella Worthington* were changed to John O. Nessen, ½ share; and Andrew J. Dovel, ½ share, both from Manistee, MI. In May 1903, she was renamed *N.J. Nessen;* 148.6' x 37' x 11.5'; 440 grt - 368 net.

In May 1903, full ownership of the lumber barge *N. J. Nessen* was transferred to John O. Nessen, Manistee, MI.

Master of the lumber barge *N. J. Nessen* for the 1903 season was Captain Peter Young with George Patterson as chief engineer for the 1903-05 seasons.

Ownership of the lumber barge *N. J. Nessen* was transferred in April 1904, to Nessen Transportation Co., Michigan City, IN. Master of the lumber barge *N. J.*

Nessen for the 1904 & 1905 seasons was Captain J. E. Jacobson with Joseph Seymour, 1906-07 seasons. In April 1907, the lumber barge *N. J. Nessen* was holed by ice and sank at Chatham, ONT., Lake Saint Clair. She was raised and repaired. Harry Moore was chief engineer for the 1908 season. Master of the lumber barge *N. J. Nessen* for the 1909 through 1918 seasons were: Captain Christ Edwardsen, 1909, & 1911-14, with John Charnock, 1909; John H. Edwardsen, 1910-12, and William Martin, in 1914 as chief engineers; Captain John Eble (1915-16) with Elmer McGraw in 1915 and Captain Harry Woerpel, 1917-18 with Elmer McGaw in the same period as chief engineer. In 1919, the lumber barge *N. J. Nessen,* laden with 513 short tons of lumber, sprang a leak and sank up to her decks near Meaford, ONT, Georgian Bay. She was raised and repaired. Masters of the lumber barge *N. J. Nessen* were: 1919 & 20 seasons, Captain John Messner Frank R. Winkle in 1919 and Louis Daniels in 1920 as chief engineers. and Captain Louis Holmes (1921-23) with John Johnson (1921-23) as chief engineer

Ownership of the lumber barge *N. J. Nessen* was changed in February 1924, to Clara Bradley, Buffalo, NY

In March 1924, ownership of the steambarge *N. J. Nessen* was changed to Bradley-Huber Transit Co., Buffalo, NY.

In December 1924, ownership of the steambarge *N. J. Nessen* was changed to Superior Transit Co., Detroit, MI. Masters of the steambarge *N. J. Nessen* were: for the 1925 season, Captain Mark Huber, with Leon Bourlier as chief engineer; for the 1926 to 1929 seasons, Captain Joseph Allor, with R. J. Beauchamp in 1926, and Bert J. Beauchamp Jr. for the 1927-29 seasons as chief engineer. Captain Bernard Benson was master for the 1929 season with Moses Lavely as chief engineer.

Ownership of the steambarge *N. J. Nessen* was changed, in September 1924, to Elbert H. Bingham, ½ share, and Douglas Campbell, ½ share, both from Detroit, MI.

In May 1929, ownership of the steambarge *N. J. Nessen* was changed to A. F. Morley, Detroit, MI.
In October 1929, the steambarge *N. J. Nessen,* laden with scrape iron, bound down, from Detroit, for Buffalo, stranded in a gale, 500 yards offshore, broke in two and sank, at Pigeon Bay, Leamington, ONT, Lake Erie. The crew of thirteen was rescued by a hastily formed group of local fishermen.

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.

Freshet: a great rise or overflowing of a stream caused by heavy rains or melted snow.

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 harbor 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 forecastle bridge and poop, access of hatchways, certain light and air spaces, domes of skylights, condenser, anchor gear, steering gear, wheel house, galley and cabin for passengers.
Net Tons (**NT**)- Obtained from the gross tonnage by deducting crew and navigating spaces and allowances for propulsion machinery.

P.Q.: Province of Quebec

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

Room & Space: This term has a specific meaning in the context of shipbuilding, referring to the frame and the gap between the frames of a wooden ship's hull.

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.)