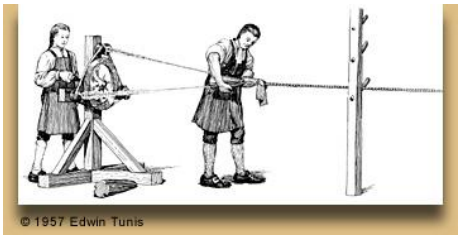


While one man cranks the spinner, the one holding the "top" walks meeting backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969). Used by permission of the estate of Edwin Tunis.

Ropewalk

The Newsletter for
Shipwrights of Ohio – May 2026

Our Next Meeting: June 18, 2026.
Road Trip: "Warther Carving Museum"
Sugarcreek, OH

Contents

May: Sorry about the delay in publishing the May "Ropewalk". The photos used in the May presentation were sent to me via USPS. To date, a week later, they have not yet arrived. We will push on with the May presentation write-up. If and when the photos arrive, I will send them out so you can include them in the presentation.

Is it June, no still May? What was it, weddings, graduations, forgetfulness – resulted in a small turnout. We had six in-person and two on zoom – Idaho & France. Where were the rest of you on a rainy Saturday morning.

For those of you who missed the meeting, there are three items that we need you to handle if you have not already done so:

- **June Road Trip – attending?**
- **Open Presentation Slot for July**;
- **John Kinkel's Nautical Book/Plan Sale**.

If you do not read anything else, at least pursue those three topics. They will be found right below the Skipper's Report.

"And finally: take care of yourself and your families, look to those you know who may need help or are lonely and may need human contact.

Good, now get back into the hobby shop and at work on that ship model. We need your model photos for: "Ships on Deck."

Skipper's Report

Ahoy Shipmates. Our May meeting got underway on time and with minimum technical issues. However, we also had minimum zoom-in attendees; Julie from sunny St. Tropez, France and Jeff from Idaho.

The six members who made it to the meeting in Westerville enjoyed a great review of cases and bases for displaying and preserving our ships by Jeff Northup. He is a master at joining wood and inserting glass to produce safe, solid and superb ship model displays. His presentation was recently selected for publication by NRG; look for it soon.

We still plan to have the Road Trip to David Walther Carvings in Sugarcreek, OH rather than a meeting on June 20th. We will meet at 8:30am and carpool from our Westerville Library parking lot. A couple of members plan to drive and meet at Walthers about 11am.

Please let me know if you will be carpooling with us from the Westerville Library or driving yourself to Walthers.

We still need a presenter/topic for the July meeting; please consider and let Cliff know.

The ships on deck reviews were a real treat. Rick's (USS Ohio) scratch building details are awesome; Rob's (Oseberg) Viking ship is a great example of a quality kit build, and Julie (Le Coureur) continues to show how card modeling can be a challenging and rewarding media. Jeff's kit building of a full size "Peeler Skiff" will be an interesting follow up on true scale building.

Stay safe and enjoy your modeling.

Response Required:

June Road Trip: David Warther Carving

Our road trip is scheduled for Saturday, June 20th, 2026. Those attending will meet at the Westerville Library at 8:30 AM and carpool to Sugarcreek, OH and the museum.

We need you to respond to rmains1@columbus.rr.com either "I will attend" or "I cannot make this trip".

You also have two options:

- Drive individually and meet us at the museum.
- Join us at the Westerville Library at 8:30 AM to carpool to Sugarcreek.

Respond back: to Bob with your decision.

At this time, we have 5 attending, 3 for carpooling and 2 for driving themselves.

David Warther is a fifth-generation carver of Swiss heritage and is continuing his family's carving legacy in the center of Ohio's beautiful Amish country. The museum is located at Sugarcreek, OH, 8 miles west of I-77 and New Philadelphia.

The carvings created by David, out of Ivory (including the rigging), depict the "History of the Ship" from 1st Dynasty Egypt, circa 3000 B.C., to the present day, and collectively form an artistic and highly educational exhibit that culturally enriches all who view these extraordinary works of art. With over 80 major pieces in his collection, David carves daily in his workshop to add to this unique and amazing display.

Before you ask: How are the ivory rigging lines made? "David developed the method of making ivory rigging at the age of thirteen. By utilizing a specific type of hand file and sandpaper, he can create "ivory string" that measures seven thousandths of an inch (.007") in diameter. To file and sand it down to this size, David rests a strip of ivory (that looks like a square piece of uncooked spaghetti) in a small groove that has been milled in a block of steel. By filing and sanding over the top of this groove the ivory becomes round and is then placed in progressively smaller grooves for more filing and sanding. Eventually, the proper size is achieved. It takes about ninety minutes to make an ivory thread that is 9" in length." Talk about patience.

Open Presentation Slots:

Currently, there is still one open presentation slot available: July 2026. For those of you who have never presented, this is an opportunity for you to learn and to share your knowledge. The subject can be on a topic that you have done research, and you will be sharing that knowledge with the rest of the members.

It was suggested the July's presentation may cover "rigging cannons". Four years ago, Dr. Steven Keller gave a talk on "Cannon Rigging and Accessories". I also have Roger Holmes paper on "Gun Tackle Operations" from 2015. In my files, I also have Making Cannon carriages by Bob Hunt, 2017; and a few short papers on Naval Truck Carriages. This may be a skill that you will need to know and understand in your present build.

A list of past presentations was attached in the April "Ropewalk" Look over the list and if something grabs your interest, check with the skipper, we may already have an older presentation that you can use, adapt and update, before presenting.

Book/Plans Sale is still open:

John Kinkel, a "Plank Owner" in the Shipwrights of Ohio, is reducing his library and has put both books, periodicals, and ships plans up for sale. If you are interested, contact him at: johnfkinkel@gmail.com or phone 614 578-5273.

The lists were attached to an email sent to you, titled "Publication/Plan list", that contained two attachments:

- Excel worksheet #1:
  - The list contained 148 items, two of which are a package, listed below. Price was included.
  - #147 is the complete set of "Model Shipwright". Published by Conway Press, London, UK. The price includes all 144 periodicals.
  - #148 includes 40 years of the Nautical Research Journal.

If you think his prices are to high, call John and Negotiate.

Some of the authors and their books, are collected by ship modelers as references that they turn to frequently. Such as: Chapelle, Lavery, Hahn, Goodwin, Feldman and Takakjian.

David Steel's "Elements of Mastmaking, Sailmaking and Rigging" originally published in 1794, is quoted or copied in many ship modeling references.

- Excel sheet #2: contains a list of ship plans.
  - Most are 17th or 18th Century ships.

Presentation:

Our presentation for May was "Cases, Bases & Displays" presented by Jeff Northup.

There are several options available to greatly enhance the appearance of your model *without* requiring independent wealth or master skills!

The first consideration is whether to case the model or leave it exposed. Sailing ships with dozens of rigging lines are better off cased to prevent dust build up that will be difficult to remove, and to protect from exploring fingers attached to both children and adults. **(Figure 1)** shows a near-museum quality model of 'HMS Druid' that demands protection. (this is not my model but I made the case that replaced the one that came with the model), and a model with few protruding dust catchers, so will be easy to keep clean with a blower (like a hair dryer on cool).

[Photo}

The next consideration is how to support the model. The 'classic' method is to mount on brass (or wood or other material) pedestals **(Figure 2)**. There is certainly nothing wrong with this, as far as it goes. Some models do not lend themselves to pedestals and require something different. **(Figure 3)** shows a large cutaway that was too large for standard commercially available pedestals. I chose to create a *way* type frame. Support timbers were placed on the sides. This mount mirrors the 'in construction' appearance of the model. A baseboard can be stained, painted or covered with cloth **(Figure 4)**. Applying cloth is best done using spray adhesive contact cement. The edges are hidden under the base frame overhang **(Figure 5)**. Figure 1 shows a pleasing combination of royal blue satin cloth in a tan painted case.

[Photo]

Another mount is to create a complete building *way* and diorama. **(Figure 6)** shows a model of the USS Perry (from a 1950's kit produced by BlueJacket). The *way* was built from a kit (see Resources at end)

[Photo]

Although not complex, the "*way"* kit does provide plans and an abundance of material that make the modest purchase price well worth it. This model is not exceptional, but the extra detail enhances the model. The *way,* the water and building debris add interest for the casual observer. Attention is drawn away from the modest model and to the overall scene of shipbuilding-a story is being told.

Some building tips for this diorama are as follows:

- The base board is ½" birch plywood painted a slate gray. About 2/3ds are then over-sprayed with a sand-colored tan paint (satin Nutmeg-Rust-Oleum) feathering out into the 'water'.
- The board was then mounted inside a 1 ¼" decorative molding frame at an angle to simulate a sloping shoreline. The 'water' is a water-based clear glue (several brands are readily available). Simply pour out the glue and let it run down the board-making the water/sand line slightly wavy. Start with enough glue to cover the entire 'water' area. Allow it to dry-this may take 2-3 days. Add a second layer over the first, starting 'offshore' to simulate 'waves'.
- I laid out several pebbles on the board before the first pour (ballast left over from a different kit). I then added two 'logs' floating in the second layer. Again, expect 2-3 days for the glue to harden.
- The 'boulders' along the edge are left over ballast from another kit, and finally, I stole some lichen and moss from my wife's dollhouse project (also available at craft stores at less personal risk).
- Touches of white paint simulate foam and further delineate the waves and submerged rocks.

[Photo]

Another form of support is a full diorama with figures. **(Figure 7)** shows Shackleton's *Endurance* trapped in ice. The base is hardly visible. The ice flows cover the base, with a few "cracks" exposing the blue water-painted base below. Once again, the diorama tells a story beyond just the visual image of the ship, probably unknown to the majority of viewers. The remaining scenery is limited only by your imagination, expressing the actual events as researched during the build!

[Photo]

Another method is to cover only at-risk areas of the model. **(Figure 8)** shows two sections with lower decks protected from dust with plexiglass. The exposed areas can be cleaned with a hair dryer.

[Photo]

The next consideration is the full case. Should you use glass or Plexiglass? Here you have a choice. The cost and weight are roughly the same. Glass requires more skill to size but can be cut at *some* 'big box' stores and all glass shops. Plexiglass or its variants are easily cut on a table saw-if you have one (or access to one). My personal experience varies. Glass is fine and was my material of choice for a long time, but it is hard to keep clean. Newly finished models give off paint and glue fumes for up to a year (or so I've been told). I've had to clean the *inside* of glass cases for several years. To combat this, I cut small amounts of wood off each corner of the baseboard to allow some ventilation **(Figure 9)**. This does not seem to be as much of a problem with plexiglass. However, when I use plexiglass, I case it like glass-I don't edge-glue it. If you damage a panel on a 5 -sided edge-glued case, you have to replace the entire case. Again, the choice is yours.

[Photo]

Plexiglass can also be edged with copper strips, but there is still the problem of catastrophic damage. I have no experience with this method.

[Photo]

The next step in case building is the framework. This will require, at a minimum, access to a miter saw and table saw **(Figure 10)**. Most 'big box' stores will cut a plywood panel to your specifications, but the uprights and lid frame will require a miter (chop) saw and a table saw to create the frame. Should it be painted or stained?

Your preference here will dictate which type of wood you chose. Wood that accepts a stain or varnish/urethane well (oak, walnut, cherry, koa and other exotics, etc.) vs. plain wood (pine, bass, 'white wood' etc.). All my cases include ¾" stock with dados (slots to hold the glass/plexiglass – **(Figure 11)**. I use a 1/8th inch table saw blade to create the dado. Glass that is sold as 1/8" is actually 3/32nd" allowing it to slide easily into a 1/8" dado. Plexiglass is similar. The dado is milled as shown in **(Figure 11)**, which shows two dados cut 5/16th" deep, ¼" in from the outside edge. The lid cuts are also similar, with the outside edge rounded over. Verticals can also be rounded over. Rather than dado the top panel, the glass/plexiglass can be set onto a rabbet for easier access to the model.

[Photo]

The framework holding the glass/plexiglass must rest on a base, and the options are endless. **(Figure 12)** shows two moldings combined. **(Figure 13)** shows a molding that was created with two router blades to edge a non-standard base. **(Figure 14)** is a simple frame made of stock 'big box' decorative molding stained. **(Figure 15)** shows a large painted case that needed extra support for the lid, so pieces of left over molding were fashioned at the corners to meet the need. Molding to use for the base comes in an endless variety. I use, as a source, Keim Lumber, in Millersburg, Ohio. They have an online catalogue https://shop.keimcompany.com/ with hundreds of profiles. Keim will also produce custom profiles for a customer by cutting their own molding heads. As a result, they have hundreds of profiles that no one else has. (If you look hard, you may find a crown molding profile with my name on it).

[Photo]

Once the base is constructed to support the framework, an additional embellishment is available-inlay! **(Figure 16)** Most inlay strips are ¼" wide and very thin. Many patterns are available online (search 'Inlay wood strips" or 'decorative wood strips"). Prior to gluing up the base pieces, run the entire stock over a dado blade set to the appropriate depth. I apply the inlay after the base is glued up which facilitates matching the pattern at the mitered corners. After gluing up the base members, I peg each corner with a finish nail, set and covered with filler for added strength-**(Figure 17)**. Glue the inlay strip along its entire length as it may bow with moisture if not secured **(Figure 18)**.

[Photo]

The next consideration is the name plate. Name plates included in kits are uniformly awful. All my name plates are laser etched on brass blanks. Simply create the name plate text on a word processor and give it to the engraver. This allows you to choose what to include, as well as the font. My average named plate is 1.5" x 3" and cost about $20 USD. Larger plates are available and the fonts are endless. Some plate designs are pictured in **(Figure 19)**. The plates are usually attached with two-sided tape, but holes can be drilled and the plate attached with decorative brass screws.

[Photo]

Adding interior lights will greatly enhance the fine interior detail of some models as was covered in my Shop Notes piece that appears in NRG Volume 70, No. 4, pp. 369-372.

[Photo]

Another way to add interest is found in (**Figure 20)** – adding artifacts. This is a whaleboat in a case that sits in a bookshelf. As it is viewed from the front, I covered the back panel with a page from the *Whalemen's Shipping List* of April 15, 1884 as well as a merchant's transcript giving the ship name, Master, Agent, date of sailing and where bound as well as last report on barrels harvested. In the foreground are whale oil bottles and dispensers. Fascinating details of the whaling trade!

[Photo]

In conclusion, I show a large case on a matching table **(Figure 21)**. This model was commissioned by me from the late Greg McKay, professional modeler and my mentor. The upper tier supports translucent, beautifully sculptured plastic 'waves' over a 3" 'ocean', complete with a rocky sand floor **(Figure 22)**. The model is seen through the plastic, with the ship's bottom visible 'under the waves'. Greg wouldn't divulge how he created the 'sea' other than it was a two-person endeavor. I suspect he created the wave mold and the other individual did the casting. The model was bigger than any table we had in our house, so I made a custom table out of the same wood used in the case-African mahogany. The double-tiered case construction is the same as described above.

[Photo]

I hope this article has given you some ideas on how to display your next masterpiece!

Resources:

Decorative molding, glass and plexiglass – Lowes

Keim Lumber Millersburg, Ohio
https://www,keimcompany.com

Name plates: 208 Laser Engraving LLC.
Nampa, Idaho
1-208-546-9007 208Laserengraving@gmail.com

Models:

Figure 1 - HMS Druid – commissioned from Hahn plans and Lumber Yard® wood and the James Caird – Modelers Central, Australia
Figure 3. – Charles Morgan Cutaway, BlueJacket
Figure 6. – USS Perry, BlueJacket (old kit version) (also Figure 11)
Figure 7. – Endurance, OcCre, Spain
Figure 8. – HMS Victory, main section, Corel, Italy and Morgan cutaway
Figure 20. – Whaleboat – Model Shipways
Figure 21 & 22. – James Baines, Commissioned, scratch built-Greg McKay
Way kit in Figure 6. - Model Expo
Artifacts (Figure 20)-various nautical antique shops in New England

Reminders & Announcements.

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:

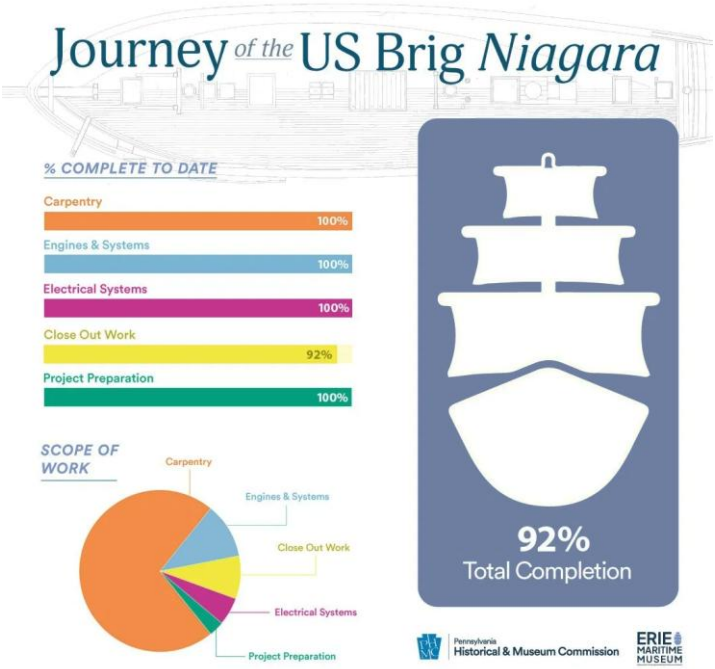
https://www.eriemaritimemuseum.org/blog/journey-of-the-us-brig-niagara

U.S. Brig Niagara - The Countdown to Return Home
May 13, 2026

We are pleased to share the latest progress breakdown for the U.S. Brig Niagara refit! We have successfully navigated the most intensive phases of the project.

Project Prep, Carpentry (which represents over 60% of the total project scope), Engines & Systems, and Electrical work have all officially hit the 100% completion mark. With our final Close Out work now sitting at an incredible 92% complete, we are preparing for a major milestone: relaunching the ship into the water later this week to begin her sea trials!

We are officially on the countdown to return home. We remain on target to depart Bristol Marine's Sample's Shipyard in Boothbay Harbor, Maine, in early June and arrive in our Erie homeport on July 2, 2026.



Ship Modeling Helps:

Echo Cross-Section Model

In 2012, David Antscherl and Greg Herbert held an in-person workshop on the framing of a cross-section model for *Echo*, a sixth-rate ship-rigged sloop built in 1782. In 2015, David and Greg took the model to another level by publishing a manual describing how to fit out *Echo*. For years, the instruction manuals were sold on the Admiralty Models website. Since the retirement of Admiralty Models, these resources were no longer available to the modeling community.

David and Greg have graciously given permission to the Nautical Research Guild to republish the manuals. https://thenrgstore.org

Shop Notes 1 & 2

The NRG's old standbys, Ship Modelers' Shop Notes 1 and 2, have recently been put in digital format and are now available for purchase at the NRG Online Store. Both "Shop Notes 1 & 2 are useful companions to your ship modeling tools. https://thenrgstore.org

How to Plank Your Ship's Deck

NRG director Toni Levine has created a monograph that demonstrates how to lay out your ship's deck on paper and then transfer that plan for the actual construction. The presented example is of a late 18th century British naval vessel, but techniques applicable to other eras are also demonstrated.

The above three documents can be found at the NRG Store, accessible through the following link:

https://thenrgstore.org

Model Ship World - Update

Model Ship World is back online after a complete rebuilding of the site on a new cloud-based host system with redundant backups so we can't be wiped out by cyber-attacks in the future.

The new site is used by some of the biggest US-based businesses such as Mattel, Lego, Gatorade, Sony and Squarespace.

Members will need to sign up anew. If you have saved your build logs please consider re posting them. The MSW Administration worked tirelessly to get the site back up and our thanks go out to them. Several MSW members were asked to assist, and they are thanked for their efforts.

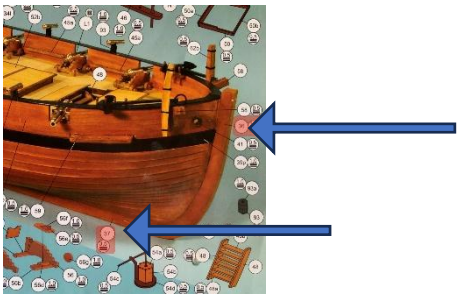
Hopefully we will again rise in numbers back to just over 50,000 users. It took 16 years to get to that number - maybe we can do it quicker this time

Ships on Deck

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

Le Coureur - 1776

By Julie Holloway



Here are some photos of the meager advancements I've made on the card model *Le Coureur*. I've come across some disappointing flaws in the plans:

1. They must be hand-drawn to need so many adjustments, and
2. The hull planking is just all wrong: lapstrake instead of normal for that era and size of ship.

I am now going rogue and will attempt the starboard planking as it should be. That means putting on the keel next instead of following the instructions. Since the keel is 3.5mm thick, (as shown for parts 36 and 37 - blue arrow) I used leftover 1.5mm frame material to reach that thickness. I copied the parts onto the frame material before I cut it out and doubled it up instead of trying to cut through 3mm of tough card. When I laminated the final color part onto it, it was the total 3.5mm thickness that I needed.

Peeler Skiff

By Jeff Northup

This is a 15' skiff being built from a kit (in a 16' garage! This will occupy Jeff for the next several months so no models. Will keep you posted.

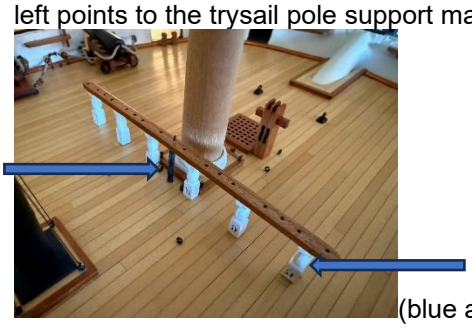
USS Ohio

By Ric Stratton

The month has been busy doing things other than ship modeling. But I was able to get a couple things done on the spar deck of the Ohio:

Ric's model of the USS Ohio is scratch built at 1/64 scale. The hull is about 30 inches long.

Fore fife rail and bitts (big bitts, T-bitts, whatever they're called): The pin rail supports are handmade and are ½" tall (blue arrow on right) The blue arrow on the left points to the trysail pole support made of metal



(blue arrow)

Main fife rail and bitts:

Belfry:

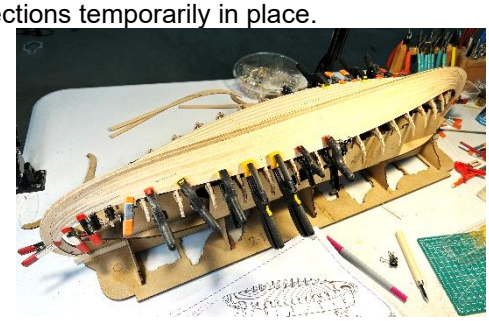
Plus, I also added the remaining eyebolts for the carronade inhaul tackle. I won't be adding the tackle, but the eyebolts would certainly be there anyway.

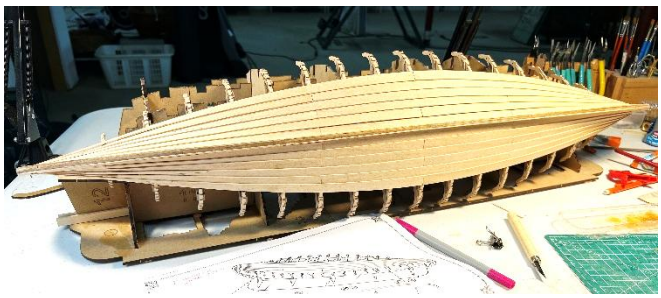
"

Oseberg

By Rob Washburn

Hull planking is complete through ninth row. Remaining three sections are not done until flooring sections have been assembled and fitted. Last picture shows initial floor sections temporarily in place.





So, what are you working on?

Your editor is accepting photos of your efforts for the June 2026 "Ropewalk" photo file. Include a description of your work shown and any suggestions you have learned on doing the task.

From The Ohio Scene

National Museum of the Great Lakes

The National Museum of the Great Lakes, Toledo, Ohio, was honored at the 2026 Ohio Museums Association Conference in Columbus, receiving both: **Institution of the Year** and **Best Exhibition** for *Dark Waters: True Crime & Mystery on the Great Lakes.*

Presently on display are:

"Currents of Change: The living History of the Great Lakes" – Exhibit – April 22 to October 18, 2026. This exhibit examines the evolving relationship between people and the Great Lakes, highlighting environmental challenges, conservation efforts, and stories shaping the future of our region.

"Lake Erie Starts Here", a temporary micro exhibit created in partnership with the Lake Erie West Regional Council. This collaborative exhibit highlights the connection between our local waterways and Lake Erie, while encouraging visitors to think about how everyday actions can make a lasting impact on the health of the Great Lakes.

Watershed Weekend, Reclaiming the river, reconnecting the city. The museum is partnering with Metroparks Toledo for Watershed Weekend, taking place June 11–14 along the Glass City Riverwalk. As the Riverwalk comes alive with events and activities throughout the weekend, we're proud to be part of the experience from our riverside campus. Visitors can stop by the museum to enjoy: Freighter Golf, Wellness by the Boat, Scupper's Kids Club, Sensory Friendly Weekends, and more while exploring everything happening along the waterfront.

We're thrilled to help celebrate this exciting activation of Toledo's riverfront community.

Events & Dates to Note:

2026 Tentative Schedule

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"
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 – Canceled
Apr 18 – Blocks & Tackles - Keller
May 16 – Cases, Bases & Displays - Northup
Jun 20 – Field trip – Warther Carving Museum
Jul 18 – Open
Aug 15 – Sump Pump Grump - Nyberg
Sep 19 – Ironclads - Mitchell
Oct 17 – Wooden Steamers on the G.L. - Nyberg
Nov 21 – Thread Railing - Holloway
Dec 19 – Planking & Mayflower Images - Buchanan

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Cargo Hold

www.shipwrightsofohio.com/cargo hold/
Here you will find how to order **Challenge Coins, as shown above, on left, that have been used historically for Identification within an organization, Recognition of achievements, Appreciation of services and Trading/Collecting. Our Shipwrights of Ohio coin contains both the Club Logo and the Club Coat-of-Arms.**
You can also order Logo shirts from "Lands End". They offer an on-line link for direct, personal purchases of many of their products without Shipwrights of Ohio logo.

There are currently two logo styles available:

- **Full Club logo – with Motto, for digital print use on the backside of T-shirts. 10" or 12" round.**
- **Small Club logo – without Motto for embroidered or digital print on the front of items. 4" round.**

Wooden Steamers on the Great Lakes

Research & written
By William E. Nyberg

The Gilded Age was a period in the United States from 1873 to the early 1890s, and 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, 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 (1898).

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 last wooden steamer, at 100 gross tons or greater, built on the Great Lakes in 1928, was the tug *F.H. Anson* at Collingwood, Ont. 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.

1881-D

Hattie B. Pereue: John C. W. Pereue, at South Haven, MI, built a wooden steambarge for himself and other investors. Enrolled at Grand Haven, Mi, July 19, 1881, her recorded measures were: 105.0’ x 21.2’ x 7.3’; 123.45 grt. Her assigned official number was 95743. She was powered by a steeple compound engine, 15”, 30” bore x 20” stroke, 250 horsepower, built by H. Bloecker, Grand Haven, MI in 1881. Stean was generated by a firebox boiler, 7’ 6” x 12’. The steambarge *Hattie B. Pereue* was built for the bulk freight trade. During winter layup, 82/83, she was rebuilt and lengthened: 128.6’ x 21.8’ x 8.0’; 145.06 grt. During winter layup 85/86, the steambarge *Hattie B. Pereue* was enlarged: 130.9’ x 21.8’ x 8.0’, 185.11 grt; She was readmeasured in May 1889 and her enrollment record updated to: 122.7’ x 29.4’ x 9.7’; 193.39 grt.

Ownership of the steambarge *Hattie B. Pereue* was changed, March 1891, to Thomas Wilce, Chicago, IL. In 1892, the steambarge received two new boilers, 7’ 6” x 12’ @ 140 pounds steam, built by Manistee Iron Works.

Ownership of the steambarge *Hattie B. Pereue,* and she received two new boilers, 7’ 6” x 12’ @ 140 pounds steam, built by Manistee Iron Works. In April 1892, was transferred to T. Wilce Co., Chicago, IL.

In September 1901, ownership of the steambarge *Hattie B. Pereue* was changed to Cedric G. Marsh, et al, Chicago, IL. Her master, for the 1902 season, for the steambarge *Hattie B. Pereue* was Captain John Kemming. In October 1902, bound from Benton Harbor, MI for Chicago, during a gale on Lake Michigan, the steambarge *Hattie B. Pereue* missed the harbor channel at Holland, MI and began to founder. The wheelsman put the helm over and ran the vessel up on the breakwater where her back was broken and she was pounded to pieces. No lives lost.

Final enrollment of the steambarge *Hattie B. Pereue* was surrendered at Chicago, IL, October 25, 1902.

C.N. Pratt: Henry Jenkins, Walkerville, Ont., built a wooden hulled steambarge for Simon Wigle; C. N. Pratt & Co., Windsor, Ont. Enrolled at Windsor, December 29, 1881, her measures recorded were: 127.0' x 26.6' x 9.7'; 321.04 grt, 191.90 net. Her assigned official number: Canadian 80574. She was powered by a high-pressure engine, 26" bore x 26" stroke, 120 horsepower, built by Cuyahoga Furnace Company in 1869, with steam generated by a scotch boiler, 10' x 11', 110 pounds steam originally installed in the tug *Zouave* (28021). The steambarge *C. N. Pratt* was built for the lumber & cedar post trade between Cockburn Island and lower lake ports.

Master of the steambarge *C. N. Pratt,* in 1881, was Captain Williams. The steambarge *C.N. Pratt* delivered her cargo of coal at Collingwood, Ont., in September 1883, after a rough passage, where the storm and waves broke her bulwarks on the port side and swept her deck load of coal overboard.

Master of the steambarge *C. N. Pratt* in 1884, was Captain J. B. Forrest. In August 1884, the steambarge *C.N. Pratt,* laden with stone for the Canadian Pacific Railway, was seized at Owen Sound for a claim of $6,000 by Captain Williams who had sold the machinery from the tug *Mystic* to be used for propelling power for a barge of the C. N. Pratt Co., but was never used. The *C. N. Pratt* was bonded so that she could deliver her cargo. In September of that same year, the steambarge *C.N. Pratt* was disabled on Lake Huron. Hull loss $500. The following month, the steambarge *C.N. Pratt,* light, was disabled on Lake Erie. Hull loss $1,700. In February, during winter layup 84/85, the steambarge *C.N. Pratt,* at Windsor, Ont. was set on fire but saved by the Windsor fire department. Saturated blankets, oil and a lot of kindling was found. Damage $400. The steambarge *C.N. Pratt* remained in lay-up for the 1885 season.

Ownership of the steambarge *C.N. Pratt* was transferred, in September 1885, to William Stokes, Windsor, Ont. who bought forty-two shares. In October 1885, the steambarge *C.N. Pratt,* lying at Crawford wharf, Windsor, Ont. for almost a year due to litigation on ownership, caught fire and burned to the water's edge. The fire was thought to be arson.

In May 1886, ownership of the steambarge *C. N. Pratt* was changed to Chamberlain & McGowan, Windsor, Ont. The vessel was rebuilt and renamed *C. W. Chamberlain:* 384,93 grt, 242.72 net, fore & aft engine, 18', 36' bore x 26' stroke, 280 horsepower, built by Cuyahoga Furnace Co. She was listed as owned by Charles Maddrell & Thomas McGowan, in December 1886. The steambarge *C. W. Chamberlain,* chartered by Moffat & McVenn in July 1889, to delivered lumber from Spanish River to Buffalo, NY.

Ownership of the steambarge *C. W. Chamberlain* was changed, in 1890, to Charles Beck, Penetanguishene, Ont.

The *C. W. Chamberlain* received a scotch boiler, 10' x 11', 100 pounds steam by John Inglis & Co., Toronto, Ont. in 1891.

In January 1895, the steambarge was damaged by heavy seas near Long Point, Ont., Lake Erie. Loss set at $1,900. In August 1895, the steambarge received a new wheel at Union Dry Dock, Buffalo, NY.

Masters of the steambarge *C. W. Chamberlain* were: Captain W. J. Burke in 1907, Captain Burt Burke for the 1908-09 season, and Captain Frank Burke for the 1910, with William H. Carefoot as chief engineer for the 1907-10 seasons. Master of the steambarge for the 1911 & 12 seasons was Captain Fred Burke and for the 1913 seasons Captain Burt Burke, with James Adams, 1911 and George McDonald for the 1912 & 13 seasons as chief engineers.

Ownership of the steambarge *C. W. Chamberlain* was changed in 1913 to Midland Transportation. Masters of the steambarge *C. W. Chamberlain* for the 1914 – 16 seasons was Captain B. W. Morgan with George McDonald, 1n 1914, and H. J. Schmitt in 1915 as chief engineers. Captain William Statker was master for the 1917 season, with William Kerr as chief engineers. In October 1917, the steambarge *C. W. Chamberlain,* towing the Canadian schooner *Aloha* (106542), laden with 925 tons of coal, ran into a storm on Lake Ontario that swamped the schooner, sinking her. The captain of the schooner was lost.

Ownership of the steambarge *C. W. Chamberlain* was changed to James Swift Coal Co., Kingston, Ont.in 1918.

Her master for the 1918 season was Captain James Martin with Earl Sparling chief engineer.

Ownership of the steambarge *C. W. Chamberlain* was changed to Sincennes-McNaughton in 1920.

Masters of the steambarge *C. W. Chamberlain* were: Captain Elph Labelle and Captain H. Gendron for the 1921 season; Captain D. Charland with P. Guilbeault as chief engineer for the 1922 season; Captain A. Descheneaux with Simeon Boisvety as chief engineers for the 1923 season.

Ownership of the steambarge *C. W. Chamberlain* was changed to Consolidated Sand Co., Montreal, P.Q. in 1927.

In 1929, ownership of the steambarge *C. W. Chamberlain* was changed to Consolidated Oka Sand & Gravel Co., Montreal, P.Q. They renamed the steambarge *Glenarm.* In 1932, the steambarge *Glenarm* was scuttled in the St. Lawrence River, near Montreal, P.Q., by direction of the owner and Department of Marine as "unseaworthy".

Enrollment for the steambarge *Glenarm* was surrendered September 16, 1932.

Queen of the West: William Crosthwaite, at West Bay City, MI, built a wooden propeller for John Kelderhouse, Buffalo. Enrolled at Port Huron, may 8, 1881, her recorded measures were: 215.0' x 32.5' x 16.33'; 818.84 grt, 625.00 net. The propeller *Queen of the West* was powered by a fore & aft compound engine, 21.5", 52" bore x 42" stroke, 675 horsepower, built by Frontier Iron Works, Buffalo. Her official number was 20584. She was built for the bulk freight trade with a capacity of 50,000 bushels. In May 1881, the propeller *Queen of the West,* laden with 485,000 feet of lumber, left on her maiden voyage and acted very "crank". False sides were added to provide stability.

In October 1884, ownership of the propeller *Queen of the West* was transferred to John Kelderhouse, 7/8 share; and Charles McMillan, 1/8 share, both from Buffalo. Master of the propeller *Queen of the West* was Captain Charles R. Miner for the 1885-86 seasons, with Nichols Larson, 1883-88; and Charles T. Martin, 1889-90 seasons, as chief engineers.

In August 1886, ownership of the propeller *Queen of the West* was changed to Henry J. Johnson, 3/8 share, , Cleveland, OH.; et al. During winter 86/87, the propeller *Queen of the West* received a new boiler 9' x 16' @ 100 pounds steam, built by Lake Erie Boiler Works, Buffalo, NY. Master of the propeller for the 1891 season was Captain Benjamin Chambers. In June of that year, the propeller *Queen of the West,* going up the Cuyahoga River, at Cleveland, struck a bridge causing one death and injury to others on the bridge.

Ownership of the propeller *Queen of the West* was changed in March 1893, to Charles E. King, 5/16 shares, Green Spring, OH.; et al.

Ownership of the propeller *Queen of the West* was changed in January 1894, to Emma C. King, 5/16 shares, Rome, NY.; et al.

Ownership of the propeller *Queen of the West* was changed in March 1895, to Henry Gordon, 3/16 shares, Cleveland, OH.; et al.

Ownership of the propeller *Queen of the West* was transferred, in April 1896, to Henry Gordon, 3/16 shares, Cleveland, OH.; and J.T. Hutchinson, 3/16 shares; both from Cleveland, OH; et al.

Ownership of the propeller *Queen of the West* was changed, March 1898, to Queen Transit Co., 15/16 shares, Willoughby, OH; and Edward Saveland, 1/16 share, Milwaukee, WI.

Master of the propeller *Queen of the West* was: for 1899 to 1901, was Captain C. J. DeBeau, with George Blauvelt, 1899-1902 as chief engineer; Captain James Murphy in 1902; and in 1903, Captain Samuel B. Massey with George H. Drouillard as chief engineers.

Ownership of the propeller *Queen of the West* was transferred to Queen Transit Co., Willoughby, OH, in May 1901. In August 1903, bound down from Escanaba, MI for Erie, PA, laden with iron ore, the propeller *Queen of the West* sprang a leak and foundered 5-10 miles northeast of Fairport Harbor, OH, Lake Erie. One life lost while the crew was abandoning ship.

Final enrollment for the propeller *Queen of the West* was surrendered at Cleveland, OH, December 8, 1903 and endorsed "vessel lost".

Rufas P. Ranney: William R. Radcliffe, at Cleveland, built a wooden propeller for Alva Bradley, 45/64 shares, Cleveland; et al. Enrolled at Cleveland, June 23, 1881. Her recorded measures were: 247.50' x 36.25' x 17.75'; 1392.49 grt, 1169.76 net. Assigned official number 110486. The propeller *Rufas Ranney* was powered by a fore & aft compound engine: 30", 56" bore x 48" stroke; or 28", 52" bore x 48" stroke; or 20", 46" bore x 48" stroke (information is uncertain), 550 horse power, built by Globe Iron Works, Cleveland. Steam was generated by a tubular boiler, 10.5' x 17', 100 pounds steam. She was built for the bulk freight trade.

In May 1883, ownership of the *Rufus P. Ranney* was transferred to Bradley Transportation Co., 41/64 shares, East. Cleveland; et al. William W. Tyler was chief engineer for the 1881–83 seasons with Henry C. Talbot in 1887.

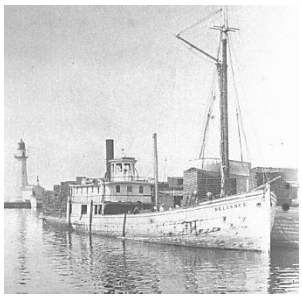
Masters of the propeller *Rufus P. Ranney* were: 1892 - Captain William Anderson with H. F. Hunt as chief engineer; 1893 -- Captain John H. Wysoon; and in 1894 - Captain James B. Watts. October 1896, the propeller *Rufus P. Ranney,* was laid up in the lower Blackwell Canal, Buffalo, NY. She caught fire and burned the after part of the steamer. Masters of the propeller *Rufus P. Ranney* were: 1899, Captain Clint Ennes with George W. Cross as chief engineer, 1899-1900; 1900-01, Captain C. R. Baker; 1902, Captain Austin E. Bullock. In May 1902, her enrollment measures, at Cleveland, were updated to: 247.5' x 36.25' x 20.25'; 1627 grt, 1233 net. Masters of the propeller *Rufus P. Ranney* were: 1903, 06 - Captain James McCannel; 1908 – 10, Captain Henry W. Stone with Robert C. Cummings, 1908 – 09; H. L. Mitchell, 1910; A. L. Roberts, 1911 as chief engineers.

Near end of the 1911 season, the propeller *Rufus P. Ranney* was abandoned in sinking condition at Manitowoc, WI; she had previously been laid up at Kenosha, Wisconsin. In November of 1912, she was moved and abandoned at Door County, WI.

Final enrollment documents for the propeller *Rufus P. Ranney* were surrendered March 24, 1915.

The propeller *Rufus P. Ranney* was resurrected and rebuilt at Sturgeon Bay, WI and enrolled at Milwaukee, WI in November 1916: 1645.11 grt - 1441.11 net. Ownership of the propeller *Rufus P. Ranney* was listed as Northwestern Steamship Co., Fairport, OH. The *Rufus P. Ranney* had been rebuilt for ocean service: 247.5' x 36.25' x 20.16'; 1645 grt - 1441 net. In December 1916, the *Rufus P. Ranney* passed down at Port Colbourne, ONT, Welland Canal, on way to the coast. In June 1917, the propeller *Rufus P. Ranney* was renamed, *Northwestern,* US 110486.

Her ownership of the propeller *Northwestern* was changed to Clinchfield Navigation Company, New York, NY. The *Northwestern* wrecked at Matanzas Inlet, FL in March 1919. One life lost.



Reliance: H. B. Rathbun Co., Deseronto, Ont. with William Evans as master carpenter, built a wooden steambarge for the H. B. Rathbun Co., Deseronto, Ont. She was enrolled at Napanee, Ont., Oct. 13, 1881, and her measures were listed as: 120.0' x 23' 6" x 9'; 220.36 grt, 149.84 net. The steambarge *Reliance* was issued official Canadian number 85281. She was powered by (2), 13' bore x 15" stroke engines, 35 horsepower ea. built by H. B. Rathbun Co.; Steam was generated by a boiler, return flue with 160 flues. The steambarge *Reliance* was built for the bulk freight trade with a capacity for 200,000 feet of lumber or 12,000 bushels of grain. She was operated by Deseronto Navigation Company.

Masters of the steambarge *Reliance* were: 1882, Captain John McGowan with Isaac Boyd as chief engineer: 1883, Captain Gowan. In May 1884, the steambarge *Reliance*, laden with lumber, went ashore five miles above Deseronto, Bay of Quinte, Lake Ontario. Released. Her master for the 1885 season was Captain John Flynn. In May 1885, the steambarge *Reliance* became disabled and was caught in ice of the Oswego, NY harbor. Released. In December of that same year, the steambarge *Reliance* was fitted for the carrying of passengers between Kingston and Oswego during winter lay-up. In July 1886, she loaded 350,000 feet of lumber for Oswego, NY. In 1889, the steambarge *Reliance* was rebuilt with two wheels; two steeple compound engines; 10", 17" bore x 15" stroke, 100 horsepower, built by McEwen & Co., Kingston, Ont.; and a firebox boiler, 5'6" x 11'6", 76 pounds steam. Masters of the steambarge *Reliance* were: 1887-89, Captain John Bartley with G. Boyd in 1887 as chief engineer; and 1889-1900, Captain James Dougherty with J. Lapping's as chief engineer in 1900. The steambarge *Reliance,* laden with lumber, in October 1890, was struck on the port side near the boiler room, cutting her down to the water's edge, by the Canadian steambarge *Resolute* (88241), light, near the Main Ducks, Lake Ontario. The *Reliance* filled but her cargo kept her afloat. She was towed into Deseronto for repairs where she sank. Raised and repaired. Repaired.

Masters of the steambarge *Reliance* were: 1901-06, Captain James Dougherty with J. Toppings as chief engineer;
1904, Captain Nelson Palmateer with J. Toppings as chief engineer; and in 1907, Captain J. Gowan.

Ownership of the steambarge *Reliance* was changed in 1908, to Hepburn Bros., Picton, Ont. Masters of the steambarge *Reliance* were: 1909, Captain John Hudgins with Charles McWilliams as chief engineer; 1910, Captain Eddie Legault, with N. Marchand as chief engineers.

Ownership of the steambarge *Reliance* was changed in 1912, to Shannon & Leehy. Her master, for 1912, of the steambarge *Reliance* was Captain J. B. Conellard with E. Crosseau as chief engineer.

The enrollment for the steambarge *Reliance* was surrendered January 16, 1916, and endorsed "vessel condemned".

Republic: Presley & Co. at Cleveland, with George Presley, master carpenter, built a wooden propeller for the Republic Iron Mining Co. Marquette, MI. Enrolled at Marquette, MI, May 16, 1881, her recorded measures were: 235.0' x 35.58' x 18.42'; 1343.23 grt, 1117.91 net. She was powered by (2) low pressure engines, 36" bore x 36" stroke, built by Globe Iron Works, Cleveland. Steam was generated by a boiler, 12' x 18', 60 pounds steam, built by Globe Iron Works. Her official number was 110465. The propeller *Republic* was built for the bulk freight trade. Bound up, at the end of in May 1881, the propeller *Republic,* with two consorts in tow, ran aground on the extreme end of Whitefish Point, Lake Superior. Released.

Master of the propeller *Republic* was: 1882-85, Captain William Simon Mack with Robert S. Hay in 1886, and P. W. Whelan in 1888, as chief engineers. Her master in 1890, was Captain Davis. May 1890, down bound, towing schooner barge *Grace Holland* (39633), the propeller *Republic* broke the crank pin on her after-engine off Lime Island, Lake Superior. She was towed to Cleveland for repairs. Her new engine was a fore & aft condensing, 21", 44" bore x 36" stroke, built by Globe Iron Works and she received a scotch boiler, 12'6" x 11'6", 150-pound steam, from Lake Erie Boiler Works,

Buffalo, NY. In August 1890, the propeller *Republic* was renamed *Marquette,* at Marquette, MI.

Ownership of the propeller *Marquette* was changed in April 1892, to John Coulter, Milan, OH; John W. Moore, Mentor, OH.; et al. Master of the propeller *Marquette* were: Captain Ed Chilson, 1892 season, and Captain E.D. Chilson, 1899 – 1901 seasons; with George L. Brackett in 1894; F. O. Burrows in 1896; and Stewart Brant in 1899 to 1901, as chief engineers.

Ownership of the propeller *Marquette* was changed in May 1901, to J.C. Gilchrist, Vermilion, OH; et al.

In April 1902, ownership of the propeller *Marquette* was transferred to Inland Star Transit Co., 13/16 shares, Mentor, OH; et al. Master of the propeller *Marquette* was Captain Charles W. Chaughell, 1902 & 03 seasons; with P. J. Carr in 1902, and Harry Parker, in 1903, as chief engineers.

In April 1903, ownership of the propeller *Marquette* was transferred to Inland Star Transit Co., 15/16 share, Mentor, OH; and W.L. Root, 1/16 share, Tecumseh, MI. In October 1903, down bound with a cargo of iron ore, the propeller *Marquette* sprang a leak twenty-five miles east of Michigan Island, Apostle Islands, WI, Lake Superior. The *Marquette* turned around and plunged bow first to the bottom about five miles off Michigan Island. No lives lost.

Rube Richards: Built as a wooden schooner for the bulk "iron ore" freight trade at a cost of $65,000, by James Butler & Co., Manitowoc, WI. She was enrolled at Milwaukee, WI, Mat 2, 1881. Issued official number 110480, her measures were: 175.16' x 33.25' x 17.58'; 815.87 grt, 594.32 net. She was owned by Jonah Richards, Manitowoc, who in June 1881, converted the *Rube Richards* to a propeller in June 1881. She was powered by the engine and boiler from the *Susquehanna* (22279). Her steam was generated by a firebox boiler, 9.5' x 161". She would carry ore from Escanaba, MI to Chicago.

Ownership of the steambarge *Rube Richards* was transferred to the estate of Jonah Richards, Manitowoc, WI, in February 1882.

In February 1884, ownership of the steambarge *Rube Richards* was transferred to: W.D. Richards, ¼ share; and H.C. Richards, ¼ share, both from Manitowoc; plus, Mary A. Richards, ¼ share; and Alice A. Richards, ¼ share, both from Milwaukee, WI.

In April 1885, ownership of the steambarge *Rube Richards* was transferred to W.D. Richards, ¼ share; H.C. Richards, ¼ share; and Peter Christianson, ¼ share, all from Manitowoc, WI; plus, Alice A. Richards, ¼ share, Milwaukee, WI. In 1886, the steambarge *Rube Richards* received a steeple compound engine, 24", 48" bore x 36" stroke, 450 horse power, built by King Iron Works, Buffalo, NY. in 1886 and a scotch boiler, 12' x 14', 130 pounds steam, built by M. Riter, Buffalo also in 1886.

Ownership of the steambarge *Rube Richards* was transferred, in May 1886; to: W.D. Richards, ½ share; H.C. Richards, ¼ share; and Peter Christianson, ¼ share; all from Manitowoc, WI.

Ownership of the steambarge *Rube Richards* was changed in May 1887, to J. F. Hutchinson & Co. Cleveland. The steambarge *Rube Richards* towed the schooner barge *May Richards* (91283), and *Emma C. Hutchinson* (8900). In July 1889, the *Rube Richards* was chartered to transport ore between Duluth, MN and Erie, PA. In 1890, the *Rube Richards* towed the schooner barges *May Richards* (91283), and *James D. Sawyer* (75386). In September 1890, the *Rube Richards* broke a crank pin. Repaired. while at the Soo. December 1891, the steambarge *Rube Richards,* while in winter layup, caught fire in her forward hold and received damage worth $7,000. Masters of the steambarge *Rube Richards* were: Captain M.H. Place, 1892 season; and Captain L. G. Vosburgh, 1893-96 season, with Daniel W. Chipman, Jr and G. P. Chipman as chief engineers for the 1891 & 92 seasons. In November 1897, the steambarge *Rube Richards* grounded at Detroit. Released.

Ownership of the steambarge *Rube Richards* was changed, in April 1900, to Richards Transit Co., 7/8 share, Willoughby, OH; and George W. Wright, 1/8 share, Pittsburgh, PA. Master of the steambarge *Rube Richards,* in 1900 were Captain Harry Savage with J. C. Johnson and Herman Smith as chief engineers. Master of the steambarge for the 1901 season was Captain William Patterson. In October 1901, the steambarge *Rube Richards,* bound from Toledo for Sandusky, light, stranded on the south shore of Lake Erie, opposite Niagara Reef, Lake Erie. Released without damage. Master of the steambarge for the 1902 season, was Captain H. T. Archer with Anton Rud as chief engineer.

Ownership of the steambarge *Rube Richards* was changed, in June 1904, to J.A. Donaldson, Cleveland, OH.

Masters of the steambarge *Rube Richards* were: 1904-05 seasons, Captain Thomas G. Simmons; and for the 1906 season, Captain O. E. Bullock with Joseph Dale in 1905, as chief engineer. In May 1905, the steambarge *Rube Richards* was disabled off Bar Point, Lake Erie. In June of that year, the steambarge *Rube Richards* rig was changed to schooner at Detroit, 815 grt, 774 net.

Ownership of the schooner *Rube Richards* was changed, in November 1905, to W.J. Willoughby, ½ share; and Richard Baxter, ½ share, both from Vermilion, OH.

Final enrollment surrendered at Sandusky, OH, June 21, 1911, and endorsed "abandoned".

J.S. Ruby: Buit at Fair Haven Shipyard, Fair Haven, MI; J. S. Ruby, master carpenter, the wooden steambarge *J.S. Ruby* was enrolled at Detroit, July 28, 1881. Her recorded measures were: 107.0' x 21.58' x 7.33'; 128.88 grt, 88.93 net. Her engine and boiler were built by Phoenix Iron Works, Port Huron. Her assigned official number was 76233. Built for the bulk freight trade, her original owner was Henry C. Schnoor, New Baltimore, MI. In 1882, the steambarge *J. S. Ruby* was active in the salt trade.

In August 1883, ownership of the steambarge *J. S. Ruby* was transferred to Henry C. Schnoor, New Baltimore and J. S. Ruby, Mount Clemens. She would operate in the lumber trade. Her master for the 1884-86 seasons, was Captain J. Ruby. .

In April 1885, ownership of the steambarge *J. S. Ruby* was transferred to J. S. Ruby, Mount Clemens & John Mitchell, Marine City, MI.

In April 1888, ownership of the steambarge *J. S. Ruby* was transferred to J. S. Ruby & William Flessmer, Detroit, MI. In May 1890, the U.S. government chartered the steambarge *J. S. Ruby* to transport lighthouse supplies. Bound from Mt. Clemens, MI for Tawas Bay, MI, in November 1891, the steambarge *J. S. Ruby* caught fire and was beached on Stag Island, St. Clair River where she burned to a total loss. The remains of the vessel were destroyed by the Canada Department of Transport, because the remains were a hazard to small boat navigation

Final enrollment for the steambarge *J. S. Ruby* was surrendered, December 12, 1892.

Russell Sage: Built at Union Dry Dock Co., Buffalo, NY, as hull # 00022, with M. M. Drake as master carpenter, the wooden propeller was first enrolled at Buffalo, June 10, 1881. Her recorded measures were; 218.0' x 32.66' x 13.33'; 1224.25 grt, 1104.75 net. She was assigned official number 110472. The *Russell Sage* was powered by a steeple compound engine, 24" 54" bore x 36" stroke, 650 horse power, built by King Iron Works, Buffalo, in 1881. Steam was generated by a firebox boiler, 7' x 14', 102 pounds steam, built by M. Riter & Co., Buffalo, in 1881. Her original owner was The Wabash Line, Toledo, OH and she was built for the package freight trade. Her masters were: 1881 season, Captain J. P. Cotrell, and 1882 – 86, Captain Henry Root with John Finley, in 1885, as chief engineer.

In late June 1881, ownership of the package freighter *Russell Sage* was transferred to the Wabash, St. Louis & Pacific Railway Co.

Ownership of the package freighter *Russell Sage* was changed, in January 1890, to Lake Erie Transportation Co., Munroe, MI. Masters of the package freighter *Russell Sage* were: 1894-98, Captain Thomas C. Herrick with George Kohlbrenner as chief engineer from 1892-98; 1900-02, Captain George H. Burnham with Joseph P. Kohlbrenner as chief engineer. In November 1906, the package freighter *Russell Sage* was rebuilt as a coarse freighter: 218' x 32' x 13.4', 597 grt, 456 net.

Ownership of the coarse freighter *Russell Sage* was changed in November 1906, to Frank S. Upton, Charlotte, NY.

In August 1907, ownership of the coarse freighter *Russell Sage* was changed to George C. Bayless, Binghamton, NY. Masters of the coarse freighter *Russell Sage* were: 1908-11, Captain Henry Russell with Joseph P. Kohlbrenner, in 1907; George Adams, 1908-09; and J. B. Hart, 1910-11 as chief engineers; in 1912, Captain Frank Russell with F. Bushner as chief engineers. In November 1907, her enrollment measures for tonnage were changed at Detroit: 597 grt, 456 net. In November 1912, the coarse freighter *Russell Sage* caught fire at her dock at Oswego, NY and burned to waterline. March 1914, her enrollment certificate was surrendered at Ogdensburg, NY and endorsed as "burned". The burned hulk remained at Oswego, NY.

In 1917, ownership of the freighter *Russell Sage* was sold Canadian to Sincennes McNaughton Line, Montreal, P.Q. The freighter *Russell Sage* was rebuilt as a barge at Sorel, P.Q.: 227.42' x 33' x 13'; 788 grt, 788 net and she was renamed *Atlasco,* with assigned Canadian official number 138234, in 1917. The master of the barge *Atlasco* was Captain E. Deblois, 1919-21.

Ownership of the *Atlasco* was changed to Atlas Transportation Co. in 1918. In August 1921, the barge *Atlasco,* laden with coal, foundered in a storm off South Bay Point, Ont. 30 miles west of Kingston, Ont., Lake Ontario. No lives lost.

Saginaw Valley: Frank W. Wheeler & Co., at West Bay City, MI, built a wooden propeller for the Saginaw Transportation Co., East Saginaw, MI, to be used in the

package freight trade. She was enrolled at Port Huron, in June 11, 1881, with her measures recorded as: 161.00' x 31.42' x 10.42'; 720.17 grt, 592.03 net. Her assigned official number was 115769. She was powered by a steeple compound engine, 24", 54" bore x 36" stroke, builder unknown. Master of the propeller *Saginaw Valley* for the 1881 & 1884-85 seasons, was Captain William Roach, with Andrew J. Wilcox in 1883; and William J. Gervin, 1884 & 85 as chief engineers. In 1886, the propeller *Saginaw Valley* received a fore & aft engine, 20", 36" bore x 30" stroke, 450 horse power, built by J.B. Wilson, Detroit. Masters of the propeller *Saginaw Valley* was in 1887: Captain James Gibson with George B. Kelly in 1886 and William Harling, 1886-87, as chief engineers.

Ownership of the propeller *Saginaw Valley* was changed, in April 1887, to William N. Tyler, 1/3 share; Michael J. Galvin, 1/3 share; and Angus MacDougall, 1/3 share, all from Buffalo. Her master, of the propeller *Saginaw Valley,* was Captain J. M. McGregor in 1888, with William Harling, 1888-92, as chief engineers. In May 1888, the propeller *Saginaw Valley* was rebuilt and lengthened 65 feet. Her new enrollment measures were: 226.6' x 31.42' x 11.25"; 1,112.09 grt, 1021.78 net. In 1890, the propeller *Saginaw Valley* received a new firebox boiler, 8' x 14", 115 pounds steam, built by M. Riter, Buffalo. Masters of the propeller *Saginaw Valley* were Captain William Pringle in 1891, and Captain Francis M. Stenton in 1891.

Ownership of the propeller *Saginaw Valley* was transferred, in May 1892, to William N. Tyler, 1/3 share; Michael J. Galvin, 1/3 share; and Frederick G. Dannecker, 1/3 share, Buffalo, NY. in October 1892, the propeller *Saginaw Valley* went ashore 8 miles north of Poverty Island Light, Lake Michigan. She was released and taken to Manitowoc, WI for repairs.

In April 1893, ownership of the propeller *Saginaw Valley* was transferred to: Ella A. Tyler, 1/3 share, San Jose, CA; Michael J. Galvin, 1/3 share; and Frederick G. Dannecker, 1/3 share, both from Buffalo.

In May 1894, ownership of the propeller *Saginaw Valley* was transferred to Ella A. Tyler, 1/3 share, San Jose, CA; Letitia J. Galvin, 1/3 share; and Frederick G. Dannecker, 1/3 share; both from Buffalo.

In 1896, ownership of the propeller *Saginaw Valley* was changed to M.J. Galvin, Buffalo.

In April 1897, ownership of the propeller *Saginaw Valley* was changed to Thomas M. Ryan, Buffalo. He had the *Saginaw Valley,* cut down from 2 decks to one. In May of 1908, the *Saginaw Valley* was renamed *Meriden.* Her master for the 1898 season was Captain William E. Clark. Also in 1898, the propeller *Meriden* received a new scotch boiler, 11'2" x 11'3", 125 pounds steam, built by Globe Iron Works, Cleveland, OH. During winter layup, 1898/99, the *Meriden* was rebuilt for the lumber trade at Buffalo: 226.5' x 31.42' x 10.25"; 849 grt. Her master for the 1902 season was Captain B. W. Morgan with. C. Johnson as chief engineer for the 1901 & 02 seasons. In September 1903, while moored at her dock in Toledo, the *Meriden* caught fire and was partially burned. She was rebuilt, during winter layup, at Marine City, MI: 215' x 31' x 10.2"; 672 gross tons.

In July 1904, ownership of the propeller *Meriden* was changed to Henry Nelson Loud, AuSable, MI. he renamed the vessel *Kongo* and update the enrollment records in August 1904. In 1905, she had her engine rebuilt; 18", 36" bore x 30" stroke by Marine Iron Works, Bay City, MI. Master of the propeller *Kongo* was: Captain Charles E. Barnes, 1905-06 season, with A.W. Carlisle as chief engineer; and Captain Avander H. Shafer, 1907-11 seasons, with Robert Elliott in 1907, A. W. Carlisle in 1908, Lloyd Lockhart in 1909, William T. Ross in 1910, and William P. Ross in 1911 as chief engineers. December 1910, bound down, for Tonawanda, NY laden with lumber, the propeller *Kongo* went aground on Tonawanda Island, Niagara River. Released.

Ownership of the propeller *Kongo* was changed to Harmon H. Salmon & Co., New York City, NY, in April 1912, but the vessel did not leave the Great Lakes. The propeller *Kongo* was converted into the first auto carrier on lakes.

In October 1915, ownership of the propeller *Kongo* was changed to Frank T. Sullivan, Buffalo, NY.

In December 1916, ownership of the propeller *Kongo* was changed to Reid Wrecking Co., Sarnia, ONT and refitted at Port Huron, MI.

The final U.S. enrollment was surrendered at Buffalo, NY, Feb 03, 1917, and endorsed "sold foreign".

In 1917, ownership of the propeller *Kongo* was changed Canadian, to Robert Scott Misener et al, Sarnia, Ont. and she was renamed *Overland* (134520).

Ownership of the propeller *Overland* was changed, in 1919, to Robert Laing, Niagara Sand Co., Toronto, Ont. Master of the propeller *Overland,* in 1919, was Captain Ernest Ferrier Raeburn with Thomas O'Reilly as chief engineer; and for the 1920 season, Captain Robert Laing with George Biggar as chief engineer. The propeller *Overland* was rebuilt as a sandsucker by P. Arnot Shipyard, Toronto.

Ownership of the propeller *Overland* was changed in 1921, to Harold D. Robertson, Harbour Brick Co., Toronto, Ont. Master of the propeller *Overland* for the 1921 season, was: Captain William J. Stilt wit H. Baillie as chief engineer; for the 1922 season, Captain James Stitt with J. G. McKian as chief engineer; 1923 season, Captain W. J. Wingrove with William Byers as chief engineers; and in 1924, Captain H. C. Winfield with William Byers serving.

During the summer of 1925, the propeller *Overland* broke her back loading sand during a storm on Lake Ontario and required to be towed to Toronto, where she was dismantled. She was beached at Port Dalhousie, Ont, to be used as a breakwater for a rifle range. The hull was later broken up.

James H. Shrigley: The Milwaukee Shipyard Co., Milwaukee, with John Fitzgerald, as master carpenter, built a wooden steambarge, for John Cornfield, 2/3 share; and James H. Shrigley, 1/3 share, both from Manistee, MI. The steambarge *James H. Shrigley* was enrolled at Grand haven, MI, June 25, 1881. Her recorded measures were: 171.05' x 31.16' x 11.50'; 459.92 grt, 364.58 net. She was assigned official number 76214. She was powered by a steeple compound engine, 19", 40" bore x 30" stroke, 350 horsepower, built in Philadelphia, in 1881. She was built for the bulk lumber trade and had the capacity for 606,000 feet lumber. In August 1883, the steambarge *James H. Shrigley* collided with the schooner *Nevada* (18319).

In April 1889, ownership of the steambarge *James H. Shrigley* was changed to Brass, Scully & Co., ¾ share, Dunkirk, NY; and Thomas Rawley, ¼ share, Manistee, MI. She towed the bark Constitution (4568). In September 1889, the steambarge *James H. Shrigley* went aground on Middle Island, Lake Huron. Released. In December 1891, the steambarge *James H. Shrigley,* went into winter layup at the Erie Basin, Buffalo, NY. She caught fire, causing between $6,000 to $7,000 damage before the fire was extinguished. In 1892, the *James H. Shrigley* received a new firebox boiler; 9' x 14', 125 pounds steam, built by Farrar & Treft, Buffalo.

Ownership of the steambarge *James H. Shrigley* was transferred, in May 1892, to Michael J. Galvin, ¾ share, Buffalo; and Thomas Rawley, ¼ share, Manistee, MI. Master of the steambarge *James H. Shrigley,* for the 1893 to 1897 seasons, was Captain John Foley. In September 1893, the steambarge *James H. Shrigley* machinery was disabled at Sault Ste. Marie. Repaired.

Ownership of the steambarge *James H. Shrigley* was transferred, in May 1894, to Letitia J. Galvin, ¾ share, Buffalo; and Thomas Rawley, ¼ share, Manistee, MI. In May 1897, the steambarge *James H. Shrigley,* laden with lumber, went aground on Whaleback Shoal, Green Bay. Released.

In May 1898, ownership of the steambarge *James H. Shrigley* was changed to estate of Phineas Barber, Philadelphia, PA.

In April 1899, ownership of the steambarge *James H. Shrigley* was changed to John Scully, ½ share, Dunkirk, NY; Anderson Ross, ½ share, Philadelphia, PA.

Ownership of the steambarge *James H. Shrigley* was changed, in February 1900, to: J.A. Hahn, 1/5 share; J.A. Treukamp, 1/5 share; Henry Treukamp Jr., 1/5 share; H.J. Treukamp, 1/5 share; and George P. Faerber, 1/5 share; all residing at Cleveland, OH. Her masters for the 1900 – 1906 seasons were: 1900, Captain Ben Tripp with John Skelly as chief engineer; 1901, Captain Joseph Albam with John S. Kelly as chief engineer; 1902, Captain J. Lowes with John Skelly as chief engineer; 1903, Captain J. E. Cooper; 1904 &05, Captain J. E. Rathbun with Phil Canton as chief engineer; and 1906, Captain T. L. VanDusen with Phil Canton as chief engineers.

In April 1907, ownership of the steambarge *James H. Shrigley* was changed to Huron & Erie Transportation Co., Detroit.

In June 1909, ownership of the steambarge *James H. Shrigley* was changed to American Cedar & Lumber Co., Alpena, MI.

In May 1915, ownership of the steambarge *James H. Shrigley* was sold Canadian, to William C. Thompson, Port Arthur, Ont. She was enrolled Canadian, as *James H. Shrigley* (134512) with Canadian measurement: 171' x 31.2' x 11.5'; 534 grt, 400 net. In 1918, master of the steambarge *James H. Shrigley* was Captain W. C. Thompson with S. Thurston as chief engineer.

In 1920, ownership of the steambarge *James H. Shrigley* was changed to C. A. Barnard, Montreal, Que. Bound down, Sandusky, OH for Quebec, in August 1920, the steambarge *James H. Shrigley*, laden with coal, foundered during a gale, ½ mile off Braddock Point Lighthouse, near Charlotte, NY, Lake Ontario. The U.S. Coast Guard rescued the total crew.

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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 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 shipped on steamers or propellers, as package freight. This meant that coal, grain, apples, and produce were placed in a container or sack and carried aboard on the back of a laborer. Bulk freight in the form of lumber would be loaded on barges and schooners and towed by a steam driven ship. In 1848, Joseph Arnold built, at Port Huron, MI, the steambarge *Petrel* 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, 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 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$^{7}/_{94}$ 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, until 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 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 was 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, divided by 100, determines 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: Is 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.
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: Includes the names of wooden steamers that are 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.)