

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

Ropewalk

The Newsletter for
Shipwrights of Central Ohio
 January 2019
Next Meeting: February, 2019
"Hull: Solid, POB, POF" – Bill Nyberg

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"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do, so throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore! Dream! Discover!" – Mark Twain

January Meeting

I hope all of you took advantage of the weather canceled Saturday morning to get in some ship modeling. I was a little disappointed, waking up Saturday morning to weather and roads that looked like they were when I went to bed. Checking the radar, the storm was still 3 hours to the west. Rain. Sorry.

Business

Club Officer Positions - Open

For 2019 the club still needs someone to handle the following:

Web Master: maintain our web site (built, now needs to be kept current)

Special events – State Fair, Library Display, road trip planning and coordination

Editor – Writes, edits and publishes the "Ropewalk"

Contact me if you are willing help.

Membership Dues - Reminder

Membership dues for 2019 are due by March 2019.

"The annual dues for Regular members shall be \$20.00. Annual dues for Associate members shall be \$10.00."

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

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

Presentation

The 2019-year presentation schedule will focus on providing instructions for someone new to ship modeling. The topics will start with "Getting Started" through "Model display" in 12 sessions. As each presentation is made, the contents will be included on the "Getting Started" web page of our web site.

Getting Started

It is a January, snowy, blustery day, nothing much on TV, and your spouse just reminded you of the gift your kids give you for Christmas.



You take down the box, open it, and say to yourself "how/where do I start?". Your spouse calls you, so you put the box back on the closet shelf and say to yourself "I'll get to it later. Why couldn't they have got me socks instead?". Sadly, many ship model kits end up on closet shelves until years later they show up at garage sales, never built.

This series, hopefully, will help in getting you started on a fruitful, enjoyable hobby. But before we get to the ship model kit, let's start with some basics, like - What tools do I need? What glue should I use? Where can I get my questions answered? Let's take them in that order.

Tools Required

You can spend a lot of money on tools that you may want in the future, but with the tools shown in the photo below, you can get started.



The tools sit upon an 8' x 11", self-healing cutting board. From left to right are: clothes pins
January 20, 2019

– 1" & 1 3/4" wooden pins; spring clamps, 2H pencil, tweezers, 6: steel rule, Xacto knife with a container of #11 blades, Pin vice to hold drills and above them a set of drill bits #60 – 80, small needle-nose pliers, small scissor, back saw and blade, and a "quick-grip clamp". Most of these tools are available on the internet, local hardware store, Michaels, Hobbyland or local hobby shop.

Glues

As a beginner, you can easily become overwhelmed with the choices of glue available. I recommend that you use Elmer's white glue since it has a longer set time to make adjustments and can be cleaned with water. It dries clear. The glue joint can also be freed by using a few drops of water (let it set for a few minutes, then pry it apart gently).



The other choices are Titebond yellow glue. Both can be diluted for use on rigging. Cyanoacrylates (CA) are also available. They are quick setting but can be unforgiving. If you have not used them before, I would recommend that you stay with basic white or yellow glue on your first model.

Support

Where can you get help? Ship modelers have a great resource in "Model Ship World", <https://modelshipworld.com/> an online support system that is connected to the international ship modeling world. Model Ship World is a resource of the Nautical Research Guild (NRG) <https://www.thenrg.org> which has a page listing the ship modeling clubs by state. Check it out to see if there is a local club near you.

The local club is your best resource if one is available. Do not overlook the local IPMS club. They may work only in plastic but they are modelers and understand the frustrations you may encounter. Also, most clubs have an associate membership for those who cannot make meeting often but can provide support via phone or email. If there is no local club, "Model Ship World" is a great resource to ask a question and get an answer. Out there in the Internet world is someone who has already built your kit and knows how to solve the problems you will encounter.

Inventory

Let's open your ship modeling kit. There are some basic things you need to do before starting to build. First, take an inventory. There should be a sheet with a list of the contents in the box. Check as best you can that everything is there. Don't open any sealed bags yet. Two things you want to remove are the instruction book and the plan sheet(s).

Plans & Instructions

Take the instruction book and read through it, even if you don't understand everything that is written. Write down your questions. The instructions should follow the following sequence: Building the basic hull; planking; deck planking and external structure; mast, booms, jibs and bowsprit; rigging.

Now open the plans and read through the instructions again, refining your questions. You may be unfamiliar with some terms. There are Internet sites with definitions of nautical terms. Do a search on "nautical term dictionary" and check out the sites. "Glossary of Nautical Terms" - Wikipedia is a good source.

Research

It is now time to get some of your questions answered. If you have found a club – take your question to them. If not, Model Ship World can help. There may be a build log on your model or someone on the list who is already building your model and can provide

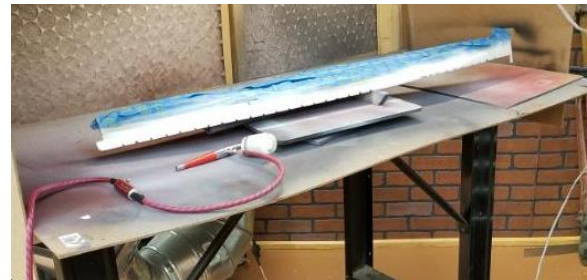
answers to your questions and help as you get started.

Our next series will explain hull types and an explanation of the hull lines and how they apply to your ship model.

Ships on Deck:

Mary Powell

Lee has been working on the "Walking-Beam" engine for his sidewheel steamer and painting the hull.



Mayflower

Stan Ross is ready to start rigging his Model Shipways *Mayflower*. He says the rigging plans are awful. Anyone have a good plan for rigging the *Mayflower*?



Skipjack

Crew is aboard and ready to dredge.



Ulises

Alan Phelps has made progress on his radio-controlled tug.



Odds and Ends

Nautical Terms

Fair – A smooth curve, usually referring to a line of the hull which has no deviations; to make something flush; a line is fair when it has a clear run; a wind or current when it offers an advantage to a boat.

Fairlead - A ring, hook or other device used to keep a line or chain running in the correct direction or to prevent it rubbing or fouling.¹

Fake - To coil a rope down on the deck to enable it to pay out without fouling.

Fall - The part of the tackle that is hauled upon.

Fantail - Aft end of the ship, also known as the Poop deck.

Fathom - A unit of length equal to 6 feet (1.8 m), roughly measured as the distance between a man's outstretched hands. Particularly used to measure depth.

Felucca - A traditional wooden sailing boat with a rig consisting of one or two lateen sails, used in protected waters of the Red Sea and eastern Mediterranean and particularly along the Nile in Egypt and Sudan, and also in Iraq.

Fend off - A command given to the crew to stop what they are now doing and to immediately manually prevent the boat from banging into the docks or other boats.

Fetch - The distance across water which a wind or waves have traveled; to reach a mark without tacking.

Glossary of Nautical Terms Wikipedia;

A New Year's Story

Can a steamship be in the Southern Hemisphere and the middle of summer and also be in the Northern Hemisphere in the middle of winter and at the same time be in the new year while also in the previous year?

The *RMS Warrimoo*, an Australian/New Zealand passenger ship, steaming from Vancouver to Australia in 1899 is best remembered for doing that. On December 31, 1899, the *Warrimoo*, crossed the International dateline and the equator at midnight which would have her in two hemispheres, two different seasons and two different years at the same time.

Her navigator had determined that the ship on December 30th, 1899 was 40 miles from the intersection of the Equator and the International Timeline. He notified her captain who adjusted speed and direction so that at midnight on December 31, 1899 the ship was at that intersection.



If the readings were correct and the starsight accurate, and they may a big "If", the accuracy of celestial navigation using a sextant and chronometer is best a mile and in practice is often 2 to 3 miles. Today, with GPS, it is doable, over 100-years ago, to hit an unmarked spot in the middle of the ocean, maybe not so doable. Still a good story.

Other Notes: "Stuff", Tugs & Things

"Martha R. Ingram & I.O.S. 3301"



This strange-looking vessel is not a ship; rather, it is an integrated tug-barge consisting of a 2800,000-barrel capacity barge, the *I.O.S. 3301*, and the 130-foot, 11,000-horsepower tug, the *Martha R. Ingram*. It is a calculated attempt to circumvent union requirements and save on building costs related to a tanker of similar size.

The *Martha R. Ingram* was built for Ingram Ocean Sys. Inc., at Slidell, LA. Her measures are: 129.1' x 46.1' x 28.8', 11,000-horsepower diesel engine.

The Jones Act, enacted by Congress in 1936, requires that any vessel carrying cargo from one U.S. port to another must be manned

by an American crew, be built in the U.S., and fly the American flag. The Act also established the United States Maritime Commission, and required a United States Merchant Marine. This led to the establishment of U.S. Merchant Marine Cadet Corps, the forerunner to the United States Merchant Marine Academy, the fifth federally sponsored military academy.

To counter the high cost of the American sailor's union as well as the high cost of building tankers, Ingram Ocean Systems discovered that the manning requirements for a 280,000-barrel tanker was 40 officers and crew or about four times those of a tug powerful enough to push a 280,000-barrel barge.

The *I.O.S. 3301* (588 feet long) has a large reinforced notch in her stern, into which fits a tug that is semi-permanently held in place with hydraulically powered linkages and levers. This rigid unit has all the characteristics of a ship and hauls oil from the Gulf of Mexico along the east Coast, but neither tug or barge operates independently.



In the image above the barge is the first vessel (bow pointing left) with the tug directly behind her.

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

Wooden Steamers

1825 - 1830

Continuing on with our story of the people, commerce and technology that developed on the Great Lakes through the industrial and agriculture story via ship building. In 1816 the first shovel of dirt came up in the start of digging the Erie canal. Built between 1817 and 1825, the original Erie Canal traversed 363 miles from Albany to Buffalo. It was the longest artificial waterway and the greatest

public works project in North America. ... It transformed New York City into the nation's principal seaport and opened the interior of North America to settlement. By October 25, 1825 the canal was dug, water flowed through it and the ceremony of opening it to traffic began. The first boat through the canal was the *Seneca Chief*, pulled by horses, it took six days to go from Buffalo, NY to Albany NY, through 83 locks and over 18 aqueducts.

Captain Samuel Ward sent his schooner-rigged *St. Clair* from Detroit down to Buffalo. Instead of transshipping his cargo to barges, he lowered his mast so that it could clear the bridges, and proceeded under tow to Albany, and then sailed down the Hudson River into New York City. It was the first through voyage from the Lakes to the sea. The cost of moving freight from Lake Erie to New York Harbor dropped from \$120 a ton to \$4.

As commerce increased and both emigrants from Europe arrived and citizens sought fertile farm lands to the west the need for ships on the Great Lakes increased. From 1816 to 1824, six sidewheel steamers had been built by both the United States and Canada on the Great Lakes. For the next six years, 1825 – 1831, 17 additional sidewheel steamers were built.

Some Notes:

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:

$$\text{Tonnage} = ((\text{length} - (\text{beam} \times 3/5)) \times \text{Beam} \times \text{Beam}/2)/94$$

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 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.

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

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)

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

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

1825



Henry Clay: She was built as a wooden sidewheel steamer by E. Merritt, Black River, NY in 1825 for the passenger, packet freight trade. Her measures were 126' x 24' x 9.67' with tonnage 301.63 (Old Style).

Her original owners were James L. Barton, Black Rock, NY; et al. and first enrollment was issued at Buffalo Creek District, NY. She had a low pressure, crosshead engine, 60 horsepower, built by Robert McQueen Works, New York City.

Her original route was between Buffalo, NY and Detroit, MI. The *Henry Clay* was the fifth

steamboat on Lake Erie. Her master was Captain Walter Norton (1825 - 32).

In 1826, the *Henry Clay* broke her machinery. She had lain at anchor overnight in Sandusky Bay, Lake Erie, due to difficulty in finding the channel. She had just gotten underway in a calm sea when the accident happened. Repaired. In September of the following year she and the sidewheel steamer *Superior*, both standing down the lake, collided 14 – 15 miles below Grand River, Lake Michigan. Both vessels were damaged and required repaired.

In 1830, ownership of the steamer *Henry Clay* was changed to Captain Walter Norton, et al, Buffalo, NY.

In 1832, the U.S. Government chartered the *Henry Clay* to carry troops to the Black Hawk War in Illinois and Wisconsin. The charter was aborted at Detroit due to a cholera outbreak.

During a November storm in 1835, the steamer *Henry Clay*, while moored on the Buffalo River, Buffalo NY, when a hurricane force storm off Lake Erie drove a storm surge into the river, raising its level 20 feet. The steamer *Henry Clay* was cast high out of the water and stranded aground. It was impossible to recover her.

Toronto: April 23, 1825, an un-identified Canadian builder launched the wooden sidewheel steamer built to Mr. Annesley's improved plan. The bow and stern had the same shape, there were no ribs, and the hull was made from several layers of thin boards with oiled paper between. Her measures were: 87' x 19' x 8", with tonnage 200 (Old Style). Her engine builder and horsepower are unknown. The *Toronto* was built for the passenger, package freight trade and to run between York (Toronto) to Niagara, Ont. on Lake Ontario.

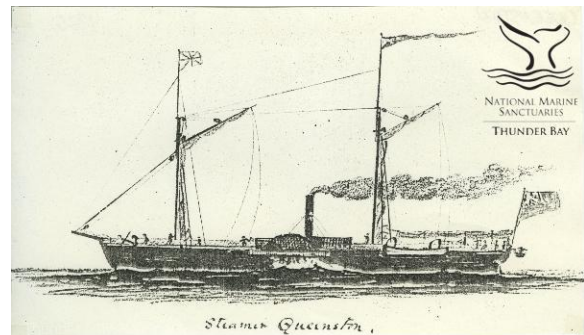
In November of that year, her ownership was changed at public auction, held at York, Ont., to J. A. Wilkes Esq. et al, Toronto, Ont. for 805 pounds. She was fitted out for the package freight and passengers trade and scheduled to run Prescott, Ont., St. Lawrence River to Bay of Quinte, Lake Ontario. Her master was Captain Henry Baldwin (1826 – 27). In September 1826, while bound from Prescott, Ont., the steamer *Toronto* ran aground in the St. Lawrence River.

She was released without damage. In August of 1827, she had her engine frame damaged. The replacement castings had to come from Montreal and delayed the repair by two weeks. Ownership of the sidewheel steamer *Toronto* was changed (new owners unknown) in April 1828. Her master was Captain James Sinclair (1828-30) with Francis Leys (1828) as engineer. In August 1828, the sidewheel steamers *Toronto* and *Dalhousie* (C-1822) collided while on their way between Bath and Kingston, Ont. Both were somewhat injured.

While bound for Bath, Ont. (in the North Channel, Bay of Quinte), in June of 1829, the sidewheel steamer *Toronto* had her engine damaged and was towed into port for repairs.

In 1833, ownership of the sidewheel steamer *Toronto* was changed to J. G. Parker, Kingston, Ont. and the *Toronto* was renamed *Perseverance* with Captain Moody (1833) as master of the vessel. In the spring of the following year, the steamer *Perseverance* was renamed back to *Toronto* and received a new promenade deck that covered the extreme length of the vessel as well as extensive repairs. Her master was Captain Polly.

In 1836 the sidewheel steamer *Toronto* was converted to a barge. Her final disposition is unknown.



Queenston: Built by Robert Hamilton, Queenston, Ont. as a wooden sidewheel steamer, she was launched April 30, 1825. Her measures were: 145' 7" x 23' 10" x 10' 2" with an Old-Style tonnage of 350. Her engine was built by Ward Bros., Montreal, Que. Her original owner was John Hamilton and she ran as a Lake Ontario mail steamer from Prescott, Ont, via York (Toronto) to Niagara, Ont. Just prior to the launch date there was an ice jam on the

Niagara River and the sidewheel steamer *Queenston* was launched inadvertently when the ice jam raised the water level so that the vessel floated off the cribs by herself.

Masters of the sidewheel steamer *Queenston* were Captain Maxwell (1825), Captain Whitney (1826-30), Captain Meneilly (1831) and Captain Coe (1832).

In September 1826, bound from Prescott to Niagara, the steamer *Queenston* ran on a shoal near Reed's Bay, Wolf Island, Lake Ontario due to the extreme darkness of the night. Released. In June of the following year, while bound for York, Ont. the boiler in the *Queenston* exploded. No one was injured. Repaired.

In July of 1836, ownership of the sidewheel steamer *Queenston* was changed to Captain John Ives, Kingston, Ont. Her masters were Captain John Ives (1836-37) and Captain Lewis Ives (1838). From 1838 – 40, the steamer *Queenston* was used as a towboat, towing rafts of lumber between the head of the bay (Bay of Quinte) and Prescott, Ont.

During the winter layup in 1841, her engine was removed to be placed in a new sidewheel steamer being built for Mr. John Ives. The final disposition of the sidewheel steamer *Queenston* is unknown.

Enterprise: On June 17, 1825, the wooden sidewheel steamer *Enterprise*, built by Levi Johnson, Cleveland, Ohio was launched. Her measures were: 101' x 25.3" x 9.7' with Old Style tonnage of 250 0/94. Her owners were; the Turhooen Brothers, Levi Johnson et al, Cleveland, OH. Her engine was steam, high pressure at 60 – 70 horsepower and built at Pittsburg, PA. She was built for the passenger, package freight trade and ran Buffalo, NY to south shore ports on Lake Erie and Detroit, MI. Master of the sidewheel steamer *Enterprise* was Captain L. Johnson (1826 - 27).

In February 1829, ownership of the steamer *Enterprise* was changed to Charles M. Giddings & Co, et al, Cleveland, OH. He had the *Enterprise* rebuilt during winter lay-up and she received a new engine of 120 horsepower built by Ballard & Sterling in 1829.

In January 1833, ownership of the *Enterprise* was changed to Simeon Fox, Buffalo.

Her masters were Captain Miles (1833) and Captain Fox (1834). In May 1834, while up bound, the *Enterprise* was struck by the down bound sidewheel steamer *New York* about ten miles below Dunkirk, NY, Lake Erie. Her damage loss was \$2,000.

In 1835, ownership of the steamer *Enterprise* was changed to Norman C. Baldwin. Later that year the *Enterprise* stranded and was lost at Port Burwell, Ont., Lake Erie.

Pioneer: Built by Benjamin Wilson, Black Rock (3-miles north of Buffalo), NY and registered August 12, 1825. She was a wooden sidewheel steamer with measures of 98' x 16' 9" x 8' 6" and 124 65/94 tons (old style). Her engine builder is unknown but it is believed that it was high pressure crosshead of 33 horsepower. Her owners were A. H. Porter, et al, Buffalo, NY. The sidewheel steamer *Pioneer* was built for the passenger, package freight trade at a cost of \$17,000 and ran Buffalo, NY to Detroit, MI. Her first captain was Captain William T. Pease. In the Fall of 1825, the *Pioneer* was driven ashore at Grand River, near Fairport, OH, during a gale on Lake Erie. She was not released until spring of 1826.

Ownership of the sidewheel steamer *Pioneer* was changed to S. Thompson, Black Rock, Mr. Tyron and Fisk of Ashtabula and Captain George Miles Jr. who became her master during the 1826 – 1827 season. In the fall of 1826 the *Pioneer* and the sidewheel steamer *Niagara* (US-1826) collided during an October night. Both vessels were damaged. The sidewheel steamer *Pioneer* broke her main shaft on Lake Erie in July and again broke her main shaft on Lake Erie in November of 1827.

Master of the sidewheel steamer *Pioneer* was Captain Naper (1829). In that spring of 1829, she again broke one of her shafts near Buffalo, NY, Lake Erie. Later that year, the *Pioneer* struck the pier at Black Rock, NY, OH and sank in 12 feet of water. She was raised and repaired.

In the summer of 1830, the *Pioneer* and the sidewheel steamer *William Penn* (US-1826) collided about thirteen miles from Buffalo, NY on Lake Erie. Both vessels were damaged. Later in the same month, while bound for Dunkirk, NY,

the *Pioneer* broke her machinery and had to return to Buffalo, NY for repairs.

For the next three years the *Pioneer* expanded her route from Lake Erie, up through Lake Huron and into Lake Michigan. In July of 1834, the *Pioneer* stranded and was lost in a storm near St. Joseph, MI, Lake Michigan. No lives lost.

1826

Canada: Built by Joseph Dennis, Rouge River, York (Toronto), Ont. in 1826 for Hugh Richardson, York, Ont. and launched at 1 PM, April 19, 1826. Her measures were: 127' x 21.7" x 9", with old style tonnage of 250. Her engine was a Vertical Beam, Steeple Compound, low pressure (2-cylinder), 36" bore x 120" stroke, 45 horsepower, 16' wheel, built by Hess and Ward, Montreal, P.Q. The *Canada* was built for the passenger, package freight trade and for wrecking tow boat. In June of 1826, the *Canada* was towed from Rouge River to Toronto to have her machinery installed. She was scheduled to steam between York, Ont. and Niagara, Ont. touching twice a week at the head of the lake. In August of that year she made her maiden trip between York and Niagara River in four hours.

In August 1827, the *Canada* broke her machinery on Lake Ontario. She was repaired at York, Ont.

The masters of the sidewheel steamer *Canada* were Captain William R. Miller (1830), Captain Richardson (1831-35), Captain N. Johnson (1836) and Captain Lester Peavy (1836).

In April of 1831, the *Canada* rescued the remainder of the passengers and crew from the schooner *Prescott* which had gone aground on a bar in York Bay. The *Prescott* was laden with 5,000 bushels of grain and had a crew of six and either four or five passengers. Three passengers lost their life.

August 1833, while lying at her wharf at York, Ont., the *Canada* caught fire before midnight and threatened to destroy the vessel. The inhabitants of York turned out to fight the fire, saving her. The damage to the *Canada* was repaired on Sunday and she was able to proceed on her usual trips Monday morning.

Ownership of the sidewheel steamer *Canada* was changed for 1,400 pounds to Messrs., Truax, Phillips, et al., Kingston, Ont. In April 1836, her run was changed to Kingston and Dickson's Landing, near Cornwall, Ont. connecting with the stage line from Montreal and Quebec, P.Q. Later that year she ran daily between Oswego, NY and Kingston, Ont.

Bound from Kingston, Ont. to Oswego, NY, December 1836, during a gale on Lake Ontario, the steamer *Canada* went aground on the east shore while entering Oswego Harbor. The waves pounded her to a wreck. All cargo and furniture were saved.

The sidewheel steamer *Canada* was salvaged and rebuilt as a sail. Final disposition unknown.

William Penn: Built in 1826, at Erie, PA, for the Erie & Chautauqua Steamboat Co., the sidewheel steamer *William Penn* had measures of: 95' x 25' x 8' with old style tonnage of 214. She was first enrolled at Presque Isle, PA, May 11, 1826. Her engine was low pressure, 38" bore, condensing, 120 horsepower. She was built for the passenger, package freight trade and to run Erie, PA to Buffalo, NY. Master of the sidewheel steamer *William Penn* was Captain J. F. Wright (1826 - 32). During power trials, the *William Penn*, broke one of her shafts. Repaired. In October 1826, during a gale on Lake Erie, the steamer *William Penn* went ashore between Erie, PA and Cleveland, OH. Released with minimal damage. In August 1827, while off Cleveland, OH, Lake Erie, the *William Penn* broke a flange on the fly wheel, which broke the pipe feeding water to her boiler. Repaired.

In November 1829, the *William Penn* broke a flange on her wheel near Fairport, OH, Lake Erie. Repaired.

In May 1830, while up bound, the *William Penn* collided with the down bound sidewheel steamer *Pioneer* (US-1825) on Lake Erie. The boats were not materially damaged, but a small stateroom containing two crew members was swept away. Two lives lost.

In 1832, the steamer *William Penn* was chartered by the U. S. War Department to transport troops and munitions to Chicago, IL.

Master of the sidewheel steamer *William Penn* was Captain C. F. Ludlow (1836). In May of that year, in fog, the *William Penn* went ashore a few miles below Erie, PA, Lake Erie. She was released and repaired.

During winter 1837 lay-up, the *William Penn* was dismantled.

Michigan: A sidewheel steamer, constructed of wood, built for the passenger, package freight trade in 1826 at Black Rock, NY by an unknown builder. She had measures of: 102' x 20' 10" x 8" and tonnage of 156 92/95 (Old Style). Her original owner and her engine are unknown.

In May 1836, ownership of the steamer *Michigan* was changed to L. Huff, Buffalo, NY. Her master was Captain Arch. Allen (1836)

In May 1837, ownership of the steamer *Michigan* was changed to owners in Detroit, MI.

Further history and final disposition of the steamer *Michigan* "unknown".

Niagara: Built by Black Rock Mechanics, Black Rock (Buffalo), NY in 1826 for Augustus S. Porter, Black Rock, NY. The *Niagara* had measures: 102' x 20' 11" x 8' with tonnage (Old Style): 156 92/95. First enrolled at Buffalo, NY, August 4, 1826. She had a low-pressure engine of 30 horsepower and was built by Mr. Langdon, Troy, NY. She was placed in the passenger, package freight trade on Lake Ontario with her master Captain William T. Pease (1826 - 29).

In August 1826, while bound from Niagara, NY for Kingston, Ont., the *Niagara* broke her crank off Duck Island, Lake Ontario. She put in to Bath, Ont. for repairs. In November of that year she had her main mast carried away during a gale on the Niagara River. Later that month, with her mast replaced, she became the first steamboat to run the Niagara River rapids before entering Black Rock, NY.

Ownership of the steamer *Niagara* was changed to James McKnight et al. in June 1831. Her master was Captain Stanard (1832).

The *Niagara* was listed at public auction at Black Rock, NY, for 10 AM, Tuesday, September 15, 1835.

In the spring of 1836, ownership of the sidewheel steamer *Niagara* was changed to

Peter B. Porter. A year later ownership was again changed to L. Happ, Monroe, MI.

Master of the *Niagara* was Captain St. John (1837). In July 1837, the steamer *Niagara* and the sidewheel steamer *Pennsylvania* (US – 1832) collided on Lake Erie near Huron, OH. The *Niagara* was heavily damaged and managed to make the port of Huron, OH. Never repaired, the *Niagara* was burned to retrieve metal parts and then scuttled in Lake Erie in April 1842.

1828

Alciope: Not until April 1828 was another steamer launched. The sidewheel steamer *Alciope* was built at Niagara, Ont. for Robert Hamilton & A. Heron, Queenston, Ont. Her measures were: 140' x 28' with old style tonnage of 450. Her engine was built by Boulton & Watt, London, England and originally installed in the sidewheel steamer *Frontenac* (1816). She was built for the passenger, package freight trade and ran from Niagara to York (Toronto and Prescott, Ont. on Lake Ontario and the St. Lawrence River. Her master was Captain James McKenzie (1828-31). In September of that year, the sidewheel steamer *Alciope*, while racing with the sidewheel steamer *Niagara* on the Saint Lawrence River, ran aground about seven miles above Brockville, Ont. Released.

In the spring of 1832, the sidewheel steamer *Alciope* was rebuilt by J. D. Ward of Montreal at Queenston, Ont. She received new high-pressure engines (2) 24" bore x 72" stroke, 100 HP each, built by Drennan & Graham, Cincinnati, OH. When launched in June 1832, the sidewheel steamer was renamed *United Kingdom*. Her master was Captain Herchmer.

During winter 1834-35 lay-up, the steamer was rebuilt as a schooner and renamed *Birmingham*". That year the ownership of the schooner *Birmingham* was changed to H. Smith. She had a short life as a schooner, wrecking near Oswego, NY, Lake Ontario in November 1835.

1829

Opportunities to expand westward strengthened the notion that the United States

should continue its quest to occupy more territory of the vast North American continent. The European powers were embroiled in the Napoleonic Wars in Europe. Due to economic pressure of these European conflicts compelled the French and the Spanish to sell the Louisiana and Florida territories to the U.S. Government, more than doubling the size of the United States. During this period, the U.S. also built an economy based on trade and commerce, and premised on the same neutrality as outlined by the founders in the Early Republic. The United States used the newfound independence of the Latin American states from their former colonial ruler of Spain to establish the idea of an American sphere of influence in the Western Hemisphere and to announce to the European powers the end of the era of colonization in the Americas. (Monroe Doctrine 1823)

William Peacock: In 1829, Asa Standart, Barcelona (Portland), NY, built for Eliphalet Tinker et al. a sidewheel steamer of 120 tons (Old Style) with measures 102' x 19' x 7' 6". First enrollment was issued at Buffalo, NY, May 20, 1829. She had a high-pressure steam engine rated 50 horsepower, built by M. Stackhouse, Pittsburgh, PA in 1826. Named the *William Peacock* she was assigned to the passenger, package freight trade.

In the spring of 1830 her ownership was changed to Charles Reed. Her master was Captain Fleeharty (1830). In August of 1830 *William Peacock* and the sidewheel steamer *Sheldon Thompson* (US-1830) collided off Erie, PA, Lake Erie. Both vessels received damage but maintained steerage. In September of 1830, while bound for Detroit, MI with upwards to 100 passengers, the *William Peacock* burst a steam boiler off Point Abino, ONT, Lake Erie. Thirteen lives were lost due to scalding and two from drowning.

In the early spring of 1831, during a snow storm over Lake Erie, the *William Peacock* while lying at Mr. Reed's pier broke her moorings during the storm and dragging her anchors went aground at Erie, PA, Lake Erie.

Masters of the steamer *William Peacock* were Captain T. Wilkins (1832 - 34), Captain Pratt (1835)

During June of 1835, the sidewheel steamer *William Peacock*, during a severe gale on Lake Erie, was driven aground at the entrance of Dunkirk, NY harbor.

Sometime after June 1835, the sidewheel steamer *William Peacock* broke up near Ripley, OH, Lake Erie. Little information is available on the date of the incident.

Pumper: During construction of the Rideau Canal (from Ottawa to Kingston, Ont.) Robert Drummond, Kingston Mills, Ont. had built for himself, the sidewheel steamer *Pumper* in 1829. Her measures were 80' x 15' x 6'. She had a 25-horsepower steam engine.

Built for the dewatering of coffer-dams and lock chambers during the construction of the canal. Robert Drummond was a stonemason and built Locks 43 - 49 between Brewers Mills and Kingston Mills. The canal was started in 1826 and opened November 1831. Drummond also operated a shipyard at Kingston where the *Pumper* was built.

With the completion of the canal, the sidewheel steamer *Pumper* was converted for the passenger, package freight trade on the Rideau Canal, and was the first steamer on the canal and freighted 200 barrels of flour, 60 barrels of pork, and a number of passengers as the first commercial cargo since the completion of the canal. In 1833, the sidewheel steamer *Pumper* was retired.

1830

Sheldon Thompson: The wooden sidewheel steamer *Sheldon Thompson* was built at Fairbanks Church, Huron, OH in 1830 for Augustus Walker et al, Buffalo, NY. Her measures were: 123' x 22' 6" x 9' 4" with tonnage of 241 91/94 (Old Style). Her first enrollment was issued at Portland, NY, May 1830. She had a horizontal, low pressure engine, originally installed in the sidewheel steamer *Enterprise* (US-1825) and replaced in 1829. She was built for the passenger, package freight trade and ran in the daily line between Buffalo, NY and Detroit, MI.

Master of the steamer *Sheldon Thompson* was Captain Augustus Walker (1830-32). In August 1830, the *Sheldon Thompson* and the steamer *William Peacock* (US-1929) collided on Lake Erie, above Erie, PA during the night. Both vessels were damaged.

In 1832, she was chartered by the U.S. Government to carry troops to Chicago for the Blackhawk's War. She arrived at Chicago with Asiatic Cholera aboard. 88 troops and crew died.

During winter lay-up 1835, while moored on the south side of Buffalo Creek, Buffalo, NY, the *Sheldon Thompson* sank in 10 to 12 feet of water. Raised. In November of that year the *Sheldon Thompson* went aground during a gale at Buffalo, NY. Released.

Ownership of the sidewheel steamer *Sheldon Thompson* was changed to James C. Evans et al, Buffalo, NY, September 1836. Her master was Captain Seth Green (1836-37).

Ownership of the sidewheel steamer *Sheldon Thompson* was changed to Dave Whitney in November 1836.

The steamer was dismantled in 1837 and abandoned in 1838.

Shannon: To handle the increased commerce on the Ottawa River, the Ottawa & Rideau Forwarding Co., Ottawa, Ont., in 1830, had the builder Fleming of Hawkesbury, Ont. build a sidewheel steamer with measures: 105' x 25' x 6' with tonnage of 120 (Old Style). Launched at Hawkesbury, Ont., May 3, 1830 with an engine built by Maudslay & Sons, London, England. She was built for the passenger, package freight trade and was used on the Ottawa River and between Kingston to Belleville, Ont., Lake Ontario.

Masters of the steamer *Shannon* were Captain Cairns (1833) and Captain Kains (1834).

In 1835 the sidewheel steamer *Shannon* ran a route leaving Grenville, Ont. for Hull, Ont. on Tuesday, Thursday and Saturday on the Ottawa River. She also received two new 40 horsepower engines built by Ward Brothers, Montreal, P.Q.

In 1837, the sidewheel steamer *Shannon* was rebuilt and lengthened: 135 x 25 x 6 and sharpened at the bow.

Master of the sidewheel steamer *Shannon* was Captain Lighthall. (1841-44)

In June of that year the *Shannon*, enroute from Grenville to Bytown on the Ottawa River, towing 14 barges, lost a man overboard.

Ownership of the sidewheel steamer *Shannon* was changed to Macpherson & Crane, Montreal, P.Q. in 1844. In 1845 the *Shannon* assisted in towing on the St. Lawrence River. In April of 1846, Macpherson & Crane began an experiment of bringing deeply laden barges by the St. Lawrence River, instead of the Rideau Canal. The sidewheel steamer *Shannon* towed the barges from the Cornwall Canal to Prescott, Ont. on the most difficult part of the route, the rapids of La Plat and Les Galoppes.

In May 1847, the sidewheel steamer *Shannon* was renamed *Unicorn* and ran between Kingston and Bay of Quinte. Lake Ontario.

Ownership of the sidewheel steamer *Unicorn* was changed to Messrs. Platt, Bay of Quinte during winter lay-up of 1847-48. They removed her engines and boilers placing them in the new steamboat being built by George Ault for Messrs. Platt.

Ohio: In 1830, Augustus Jones, Lower Sandusky (now Fremont), OH, on Sandusky River built the sidewheel steamer *Ohio*. Her measures were: 106' 9" X 19' 7" x 8' 6" with tonnage (Old Style): 157 43/94. Her original owners were: Benjamin P. Cahoon, Lower Sandusky, OH; Esbon S. Huslett, Sandusky County, OH. She was first enrolled at Sandusky, OH, July 08, 1830. Her engine was High Pressure with two vibrating cylinders, with piston rod connected to the crank, built in Pittsburg, PA. She was built for the passenger, package freight trade between Buffalo, NY and Lower Sandusky (Fremont), OH. Her master was Captain Benjamin P. Cahoon (1830-31). In October of her first year she burst her boiler on Lake Erie between Dunkirk and Buffalo. No injuries.

Ownership of the steamer *Ohio* was transferred to Benjamin P. Cahoon, Lower Sandusky and Richard Edwards at the Port of Buffalo, in December 1830

In July of 1831, ownership of the *Ohio* was changed to Hiram Pratt; Wm. F.P. Taylor both of Buffalo, NY; and Morris Tyler, George Moore, Wetton McNeil, Cyrus Burchard & Jos Hedge all from Sandusky, OH and Asa Sanford, Huron, OH. Masters of the sidewheel steamer were Captain Morris Tyler (1832)

During winter lay-up 1833, the sidewheel steamer *Ohio* was rebuilt, receiving a new 60 horsepower engine and enrollment measurements were changed at Buffalo, NY to: 138' x 20' x 7'; 187 85/94 tons (Old Style).

Ownership of the steamer *Ohio* was transferred to Hiram Pratt; Wm. F.P. Taylor both of Buffalo, NY; and Morris Tyler, George Moore, James Moore, Wetton McNeil, Cyrus Burchard & Jos Hedge all from Sandusky, OH and Asa Sanford, Huron, OH. (05/08/1833)

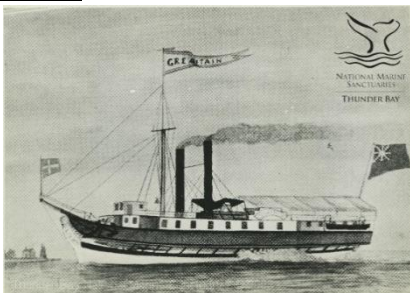
Masters of the sidewheel steamer were Captain Thomas Jefferson Titus (1833), Captain Lester H. Cotton (1834) and Captain Peter Sheinholdts (1836). The sidewheel steamer *Ohio* ran between Detroit, MI and Chicago, IL. (1834)

In November 1835, the *Ohio* went ashore at Buffalo, NY, Lake Erie. Released.

In May of 1836, ownership of the steamer *Ohio* was transferred to Hiram Pratt; Wm. F.P. Taylor both of Buffalo, NY; and Morris Tyler, George Moore, Wetton McNeil, Cyrus Burchard & Jos Hedge all from Sandusky, OH and Asa Sanford heirs.

While at Toledo, Ohio in 1842, the steamer *Ohio* caught fire and burned to a total loss.

Great Britain



Brown & Bell, Prescott, Ontario built a wooden sidewheel steamer for John Hamilton, St. Catharine's, Ont, in 1830. Her measures were: 147' x 23'. She had a beam engine powered by two low pressure 75 horsepower, built by Bennett & Henderson, Montreal, P.Q.

Launched October 16, 1830, the steamer *Great Britain* was built as a Lake Ontario mail steamer for the passenger, package freight trade. When launched in 1830, the *Great Britain* was the largest steamer built on the lakes since the 1816 *Frontenac*.

She towed fifteen schooners and a Durham boat (a large flat-bottomed keel boat capable of carrying up to 17 tons designed by Robert Durham) from Prescott, Ont., up the St. Lawrence River, to Kingston, Ont. in May 1832. Masters of the sidewheel steamer *Great Britain* were Captain Joseph Whitney (1831-38) and Captain Jacob Herchmer (1839).

In September 1833, bound up, the *Great Britain* broke her shaft at the Ducks. Repaired.

In August 1834, on passage from Toronto to Niagara, the steamer *Great Britain* broke one of her shafts. She had left Toronto three minutes after the sidewheel steamer *United States* and had drawn a mile and a half ahead of her when the shaft broke. With only one shaft she arrived at Niagara six minutes after the *United States*.

October 1834, the *Great Britain* broke her crank causing serious engine damage during a storm on Lake Ontario. Repaired.

In April 1835, the steamer *Great Britain* was driven ashore near Toronto during a gale on Lake Ontario. Released. In September of that same year, she had the iron braces for her funnel give way during heavy weather on Lake Ontario. Repaired.

Bound for Oswego, NY in October 1836, the steamer *Great Britain* broke her shaft during a heavy gale on Lake Ontario; she was laid up for repairs at Prescott for the remainder of the season.

In June 1837 while bound for Kingston, the *Great Britain*, collided with the schooner *Margaret Miller*, bound for Oswego, NY laden with wheat, sinking her off Oak Point, Lake Ontario. No lives lost.

In 1838, the *Great Britain* caught fire and burned while moored at Kingston Wharf. She was rebuilt and fitted out as a government vessel in the Patriots War.

August 1839, bound down (sailing east), the *Great Britain* collided with the up bound (sailing west) American steamer *United States* (1835) near the mouth of the Genesee River, New York. While approaching both vessels

altered their course in the same direction. Both vessels were damaged.

In May 1840, an attempt to destroy the *Great Britain* at Oswego, NY was foiled, when a trunk of explosives, furnished with a slow match, prematurely exploded injuring one of the persons engaged in the affair. In September of that year, the *Great Britain* experienced serious engine problems due to brittle cast-iron engine components. Repaired. Later that year, the *Great Britain* was chartered to the Canadian Royal Navy as a storage hulk at the Kingston, Ont. dockyard.

During winter lay-up of 1844-45 the ownership of the steamer *Great Britain* was changed to James McKenzie, Kingston, Ont. and she was rigged out as a barque for use in the lumber trade and renamed *Eleanora*. Her engine went into the steamer *North American* (US-1834). The *Eleanora* was registered at Kingston, Ont, February 18, 1846, with measurement: 159.0 x 26.9 x 12.4, 431.45-unit tons.

In January 1847, ownership of the barque *Eleanora* was changed to John Walkins & Samuel Muckleton. Master of the barque *Eleanora* was Captain Cormier (1848).

In April 1848, the barque *Eleanora* wrecked on the Hamilton, Ont. piers during a gale when she missed her stays while entering the harbor. Total loss - \$10,000. No lives lost.

***Brownville*:** E. B. Dodd, et al. Jefferson County, NY, in 1830, had the shipwrights at Sacketts Harbor, NY built a sidewheel steamer of 84' x 20.1' x 10.2' and 93 tons (Old Style). Her engine was low pressure, 23 horsepower and built by William Avery. She was built for the packet freight trade between Oswego, NY and Kingston, Ont.

It is believed that the *Brownville* and the sidewheel steamer *William Avery* are the same vessel, since their measures are the same and both built at Sacketts Harbors.

In May of 1830, while descending the St. Lawrence River, the sidewheel steamer *Brownville*, laden with ashes, pork, beer and whiskey, caught fire under the furnace and burned to the water's edge at Alexandria Bay, NY, St. Lawrence River. No lives lost.

In 1831, she was raised and rebuilt at Sackett's Harbor, NY with measures: 85.1' x 20' x 7.3'; 114 tons (old style). In June 1831, the

Brownville broke her piston rod within four miles of Oswego, NY. Towed in for repairs.

In May 1832, the *Brownville* was part of a daily route from Kingston, Ont. to Oswego, NY, touching at Sacketts Harbor. Her trips were only made during the day light hours.

In 1833, the sidewheel steamer *Brownville* is believed to have been lengthened & rebuilt at Sacketts Harbor: 131' x 21' x 7.33': 191 tons (old style) and renamed *William Avery* after the engine builder. In August of that year, the *William Avery* broke her machinery while backing out of Sacketts Harbor during a trial run. Repaired. In October, the *William Avery* broke her machinery while at French Creek, NY.

The steamer *William Avery* was rebuilt during the winter 1833-34 lay-up, receiving two low pressure engines and had her cabins and accommodations altered and improved. Her route for the 1834 season was regular trips between Ogdensburg, NY and Niagara, NY on Lake Ontario. Master of the sidewheel steamer *William Avery* was Captain W. W. Sherman (1834)

In October of 1834, the steamers *William Avery* and *United States* ran afoul of each other at the harbor of French Creek, NY. Both vessels had minor damage. A month later the *William Avery* wrecked near Kingston, Ont., Lake Ontario. Abandoned.

(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.)

Presentation Selection:

2019

~~Jan 19 - Getting Started~~
Feb 16 - Hull: Solid, POB, POF
Mar 16 - Planking
Apr 20 - Spiling
May 18 - Deck & Bulwarks
Jun 15 - Furniture & Fixtures, Guns
Jul 20 - Masts
Aug 17 - Yards, Booms, Gaffs
Sep 21 - Standing Rigging
Oct 19 - Running Rigging
Nov 16 - Sails
Dec 21 - Model Display

Events & Dates to Note:

2019

IPMS Columbus
46th Anniversary BLIZZCON
Arts Impact Middle School
680 Jack Gibbs Blvd. Columbus 43215
Saturday, February 16, 2019

Miami Valley Woodcarving Show
Christ United Methodist Church
700 Marshall Rd., Middletown, Ohio 45044
March 2 & 3, 2019

64th "Weak Signals" R/C Model Show
Seagate Convention Ctr.
401 Jefferson Ave. Toledo, OH
April 05 - 07, 2019

North American Model Engineering Expo.
Yack Arena
Wyandotte, MI
April 20 - 21, 2019

43rd Midwestern Model & Boat Show,
Wisconsin Maritime Museum
Manitowoc, WI
May 17 - 19, 2019

Constant Scale R/C Run - Carmel, Ind.
Indianapolis Admirals reflecting pond
Carmel, IN
May 18 & 19, 2019

Lakeside Antique & Classic Wooden Boat
Lakeside Hotel, Lakeside, OH
July 20-21, 2019

January 20, 2019

Ohio State Fair
Miniature Ship Building Competition
July 12 - 15, 2019

Ohio State Fair
"Featured Artist in Resident"
Shipwrights of Central Ohio
State Fair Grounds, Cardinal Hall
July 26 & August 2, 2019

Toledo Antique & Classic Boat Show
Promenade Dock, Maumee River, Toledo, OH
Aug 24, 2019

"Artistry in Wood"
Dayton Carvers Guild Woodcarving Show,
Roberts Centre, Wilmington, OH
www.daytoncarvers.com
Oct. 12-13, 2019

NRG Conference
Rhode Island?
Oct. 24 - 26, 2018

2020
Columbus Woodworking Show
Ohio Expo Center
Voinovich Livestock & Trade Center,
717 East 17th Avenue, Columbus, OH 43211
January 17 - 19, 2020

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