



© 1957 Edwin Tunis
 While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, *The Young United States, 1783 to 1830* (New York: World Publishing Co., 1969), 82. Used by permission of the estate of Edwin Tunis

Ropewalk

The Newsletter for
Shipwrights of Central Ohio

December 2018

Next Meeting: January 19, 2019
"Getting Started" – Bill Nyberg

Table of Contents

<i>December Meeting</i>	1
Business	1
Club Officer Positions - Open.....	1
Membership Dues - Reminder	1
Presentation Planning - 2019.....	2
Youth Model Workshop.....	2
Presentation	2
Submarines	2
Ships on Deck:.....	4
<i>Charles W. Morgan</i>	4
<i>Swift 1805</i>	4
<i>Mayflower</i>	4
<i>Dapper Tom</i>	5
<i>Skipjack</i>	5
<i>Odds and Ends</i>	5
Assoc. of Great Lakes Maritime History	5
Nautical Terms.....	6
<i>BlueJacket Ship Crafters</i>	6
2019 Rigging Class	6
Tip-of-the-Month	6
Making Silkspan Sails.....	6
Figure 8 Knot.....	8
<i>Other Notes: "Stuff", Tugs & Things</i>	9
Tip-of-the-month	9
Belying Pins.....	9
"Irvington".....	9
Wooden Steamers.....	9
<i>Presentation Selection:</i>	13
<i>Events & Dates to Note:</i>	13



Wishing you fair winds and following seas for
 this holiday season and in 2019.

December Meeting

We have much to be thankful for this holiday season, especially with the healing progress for both our members in their battle with cancer and with my hearing. It is a continued answer to prayer.

We had a very good turnout Saturday. The conference room was filled to overflowing.

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"

Please contact me if you are willing help.

Membership Dues - Reminder

Membership dues for 2019 are due by March 2019.

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

We will continue to send out the newsletter through March 2019. If the 2019 dues are not paid by then you will be dropped from the active members list.

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

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

Presentation Planning - 2019

At the November meeting we reviewed and finalized the presentation schedule for 2019.

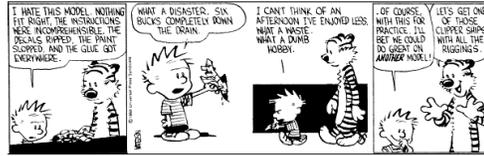
The 2019 theme, to help our new members and ourselves, will be devoted to "Ship Modeling Simplified". The presentations, in one year, to cover subjects from reading plans through framing a hull, planking, decking, furniture & fixtures, making masts/yards/booms/gaffs, standing & running rigging. The schedule, starting with the January meeting will be as follows (Presenter & previous presentation as indicated):

MO.	Topic	Presentation	
Jan	Plans & Tools	Yes	Nyberg
Feb	Hull: Solid, POB, POF	No	
Mar	Planking	Yes	Knapp
Apr	Spiling	Yes	Mains
May	Deck & Bulwarks	Yes	
Jun	Furniture, Fixtures, Guns	Partial	Nyberg
Jul	Masts	Yes	
Aug	Yards, booms, & Gaffs	Yes	
Sep	Standing Rigging	Yes	Amato
Oct	Running Rigging	Yes	
Nov	Sails	Yes	
Dec	Model Display	Yes	Northup

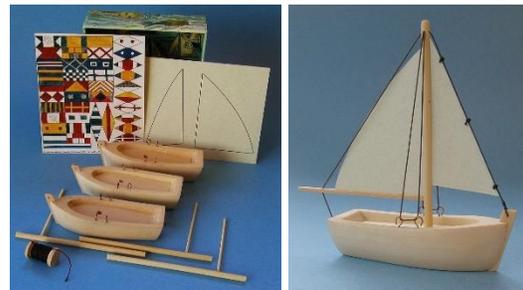
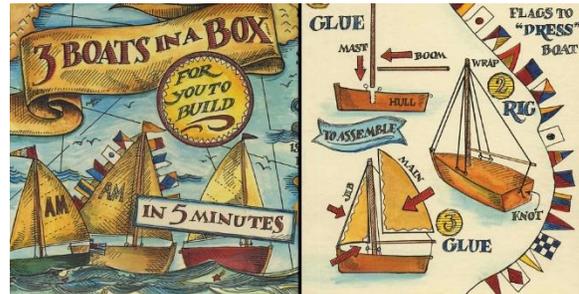
Most of you have the knowledge and skills to share with a modeler new to ship modeling. Think about what you are comfortable or feel you have struggled with and mastered and plan to share that subject with others. That is the purpose of the club.

We have the ability to project presentations and pictures on a screen but it has been suggested that besides the Power Point presentations that the actual practice be demoed on a model during the meeting. Maybe a two-part series, presentation followed by practical experience.

Youth Model Workshop



I received an email from Mike Graff, a member of Puget Sound Ship Modelers, Washington State. He had read what we were doing in the November "Ropewalk" and provided a packet of 4 kits – each makes three models) for us to use.



The models, when complete are 3" long and 1" wide.

"Three Boats in a Box" kits are provided by Authentic Models and are sold through Amazon.

The committee has four options now and has to decide which model to use, how to run the work shop at the Fair and prepare a plan that can be presented to the Director of Creative Arts by February 1, 2019.

Presentation

Submarines

Mike Runkle, retired CPO, who had served on submarines, provided the presentation for today's meeting. He started off

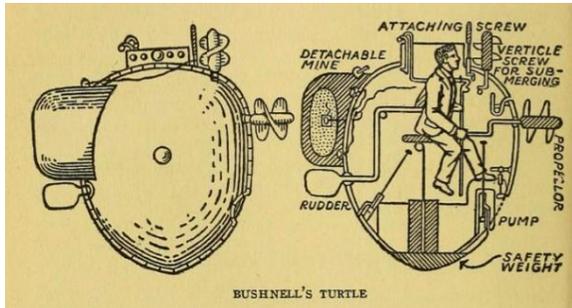
by sharing a truism from when he attended sub school. "A submarine was meant to surface as many times as it sank".

He provided the following history of a few of the developments of submarines:

1578 – William Bourne proposed a wooden shell with oiled hides for covering that would go underwater. It was never built.

1774 – Captain John Day ballasted a wooden ship with the idea he could surface it. Failed.

1775 – David Bushnell, a Yale graduate, built the first submarine to actually make an attack on an enemy warship. Dubbed "the Turtle" because it resembled a sea-turtle floating vertically.



Intended to be towed into the vicinity of the target; open a foot-operated valve to let enough water to sink, close the valve; move in under the enemy ship by cranking two propellers turned by foot treadle; drill into the hull and attach a 150-pound keg of gunpowder; crank to get away; operate the foot pedal expel the water and thus surface. The "Turtle" attacked the *HMS Eagle* but the drill would not penetrate the hull. The operator became disoriented, bobbed to the surface and was spotted. He managed to get away.

1779 – Robert Fulton, in Paris, tested his *Nautilus* in the Seine River using diving planes instead of ballast. Funded with his own money, he made a number of successful dives, to depths of 25 feet and for times as long as six hours. Ventilation was provided by a tube to the surface.

1860's – during the American Civil War, the Confederate Government authorized citizens to operate armed warships. A consortium headed by Horace Hunley built an operated a number of

submersibles, including the *CSS H. L. Hunley*. On February 17, 1864, the *CSS Hunley* attacked and sank the *USS Housatonic* which became the first surface warship sunk by a submarine. 1878 – John Holland was the first to use both ballast and dive planes to submerge. He also used a gas engine on the surface and compressed air for ballast control and propulsion.

Holland developed six rules that a submarine should meet:

- Must have positive buoyancy
- Must dive using dive planes no ballast
- Must have a fixed center of gravity
- Should have hull lines of a porpoise
- Should be able to fire a missile
- Should be able to submerge quickly

Holland's company merged with the Electro-Dynamic Co. and The Electric Launch Co. to form the Electric Boat Company. They are still building submarines.

1914 – By the eve of WW I much had advanced in the development of submarines. Global count was:

- Great Britain had 74 in service
- France had 62 in service
- Russia has 48 in service
- Germany had 28 in service
- United States had 30 in service
- Italy had 21 in service
- Japan had 13 in service
- Austria had 6 in service

All had boats under construction.

Between the two wars submarine design and torpedo design advanced significantly.

1954 – the *USS Nautilus* got underway on nuclear power. Both the *Nautilus* and the *Seawolf* were test beds for nuclear power. *Nautilus* was pressurized water cooling while the *Seawolf* was sodium cooling. The *USS Skipjack* was the first submarine with a porpoise hull design as Holland envisioned.

1957 – Polaris Ballistic Missile Program was started.

1960 – the first successful Polaris launch.

1995 – HSwMS (Her/His Swedish Majesty's Ship) *Gotland* was launched with an innovated power system. Diesel electric and Air Independent Propulsion in the form of a Stirling engine. (Sterling engines use liquid oxygen and diesel as a propellant). The power system allows this design to stay submerged for up to three weeks.

2004 – the US leased the *Gotland* for one year for antisubmarine warfare exercises.

Submarines powered with Air Independent Propulsion are cheaper to build and easier to maintain.

Future – the next advances:

- Battery design that take up less room and provides more power.
- Periscopes that have high resolution cameras with light intensification and infrared sensors eliminating the need for hull penetration.
- Next generation propulsion systems, (think "Red October"). Jet propulsors significantly reduce the risks of cavitation, allowing for quieter and faster operations.

Thanks, Mike for the very informative presentation. Mike has been a member of the club since it was founded. He and Pat will be moving the Monroeville, IN in 2019. You will always be welcomed back.

Ships on Deck:

Charles W. Morgan

Julius Shinko shared his progress building a model of the Whaling ship *Charles W. Morgan*.



Julius is an associated member from Avon Lake, west of Cleveland. The model is a "Model Shipways" kit. He found that the belaying pins were out of scale and has discussed this with MS. He also contributed the article on belaying pins found under "Other Notes & Stuff" in this newsletter. Nice work Julius.

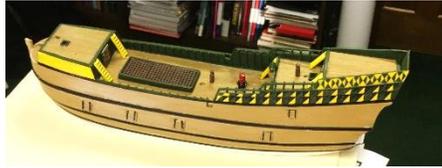
Swift 1805

Bob Mains is making progress. Hull is complete and he is working on masts and rigging. His intention is to rig the masts off the model. Bob, whatever help you need, call, we are here to assist.



Mayflower

Stan Ross is making progress on his old Model Shipways kit of the *Mayflower*. Looks good.



Dapper Tom

This restoration project is complete. Model cased and returned to her owner. It will be a gift to a granddaughter.



Skipjack

If you have sails on your model, then you need to have people to work the boat. My rough carved the crew include: from the left-winch operator, middle two are the dredge workers and on the right is the skipper. Need to add a sail handler who also operates the small boat when the wind dies.



Odds and Ends

Assoc. of Great Lakes Maritime History

Wärtsilä, a Finnish Company, has successfully completed a test of the procedures of its autonomous shipping system. In the December 20, 2018

presence of the Norwegian Maritime Authority (NMA), the system was tested on the ferry *Folgefonn* with full dock-to-dock autonomous operation for the entire route, visiting all three ports serviced by the ship.



Once the operator selected the next destination berth, the operation was started by simply selecting "Sail" which authorizes the autonomous controller to take control of the vessel. The ferry was able to leave the dock, maneuver out of the harbor, sail to the next port of call, maneuver through the harbor entrance, and dock alongside the terminal – all without human intervention.

It is believed to be the first ever attempt at fully automated dock-to-dock operation, in complete hands-off mode, for a vessel of this size.

Navigation of the vessel is controlled through the use of a series of tracks and waypoints, which guide the ship to the next destination. The autonomous controller, which is based on Wärtsilä's existing Dynamic Positioning system, controls the vessel's speed, position on the pre-defined track and heading. GNSS is used as the primary sensor, while a Wärtsilä Guidance Marine CyScan AS is being tested as a secondary position sensor for the approach to the berth.

"We were on site for three days as witnesses to these tests; the first full scale demonstration towards an autonomous operation of a vessel that we have seen. It was, to say the least, very impressive. There is no doubt that such technology can eventually increase the safety and overall efficiency of the docking and undocking operations for ships. Of course, further development work is still ongoing, but I am impressed by how stable the

system already is at this stage," says Nils Haktor Bua, Project Manager at NMA.

Awesome, but how does it deal with other vessels crossing her path or passing her or is she equipped with computer sensing to warn of approaching vessels or that the one ahead is slowing down?

BY [MAREX](#) 2018-11-28 19:32:21

Nautical Terms

Earings: Small lines, by which the uppermost corners of the largest sails are secured to the yardarms

East Indiaman: Any ship operating under charter or license to the East India Company (English, Danish, French Dutch, Portuguese or Swedish) from the 17th to the 19th centuries.

En echelon: An arrangement of gun turrets whereby the turret on one side of the ship is placed further aft than the one on the other side, so that both turrets can fire to either side.

Ensign: is the national flag flown on a vessel to indicate citizenry

Eye splice: A closed loop or eye at the end of a line, rope, cable, etc. It is made by unraveling its end and joining it to itself by intertwining it into the lay of the line. Eye splices are very strong and compact and are employed in moorings and docking lines among other uses.

Glossary of Nautical Terms Wikipedia;

BlueJacket Ship Crafters

2019 Rigging Class

May 20th through May 24th (Mon – Fri)

Our rigging class is a popular event. We run it from 9 to 3 for 5 days (although some people leave early on [Friday](#).) It is a class for NOVICES. We don't assume you know anything about rigging a ship model. All tools and materials are provided with the class fee of \$400. You get a hull to work on, all the sticks and dowels, the glue, blocks, deadeyes, threads, wire, beeswax, and the following tools:

- Excel hobby knife and blades
- Pin Vise
- Assortment of drill bits
- tweezers

- needle nose pliers
- flush cutters
- cuticle scissors (best for clipping rigging) and probably some other things I forgot

If you use magnifiers for your modeling work, you should bring them.

By the end of the class you will have learned how to use the tools, tie a multitude of various knots, and will have completed what you see in the picture below:



Hours of 9-3 are flexible, we have the hotel conference room available 24 hours a day for the week.

Classes will be at the Fireside Inn in Belfast, 4 miles from BlueJacket on Route 1, Telephone # 207-338-2090. You can ask for the BlueJacket corporate rate if you choose to stay there.

Class is limited to 12 people with payment in advance. Full refund up to 2 weeks before, 50% refund up to 1 week before. Unfortunately, cancellation less than a week in advance cannot be refunded except by extreme circumstances, which we reserve the right to determine.

(Announcement above from: Bluejacket Ship Crafters November 2018, Vol. 8, Issue 11 newsletter "ShipShape")

Tip-of-the-Month

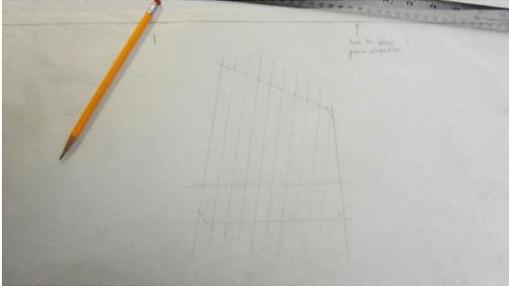
In my review of the NRG Conference last month, I mentioned that I would look up the Bluejacket tip on making silkspan sails as presented by Nic Damuck, owner of BlueJacket Shipcrafter. Here it is.

Making Silkspan Sails

Making good looking sails is difficult to do, because scaled down sailcloth is so very thin. There are many methods modelers have tried, and using silkspan is one of the more successful materials. It is the same thin paper that "stick and tissue" airplane modelers use.



First, silkspan has a grain, in that it rips more easily in one direction than the other. Making sails with silkspan requires three layers, so it is very important that the middle layer grain is 90 degrees off from the outer layers. An easy way to get this right is to run a pencil line down one edge of the silkspan. The outline, panel, reef, and support panel demarcation lines should be drawn in pencil on the middle layer. See below.



Next, place the first layer on some wax paper and coat it with a 50-50 mix of Elmer's and water, with a little mildewcide added (you can get that at a paint store). make sure you pull out and wrinkles at this stage. Then put the middle layer with your sail drawing over it and coat that. This next step is critical: put another sheet of wax paper on top, and work out any bubbles, using the edge of your palm or a small rolling pin. You must get all the air out to have a smooth sail. Repeat with the top layer. The example below has a couple of wrinkles.



To give the sail some shape, suspend it on a rack. Wire coat hangers work great for this.

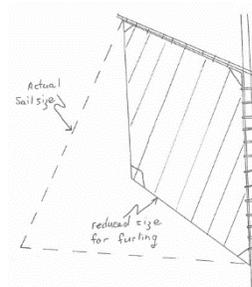
As the silkspan dries, it will shrink a little and smooth out.



Once dry, you can trim the sail to shape. Wrinkles can be gently ironed out. Adding thin wire to the edges, like a boltrope, will allow you to shape the sail even better. Reef ropes can just be glued on.



Making furled sails is the same, but you should only make the sail with about half the area. Once drawn up, it doesn't look so bulky and out of scale.



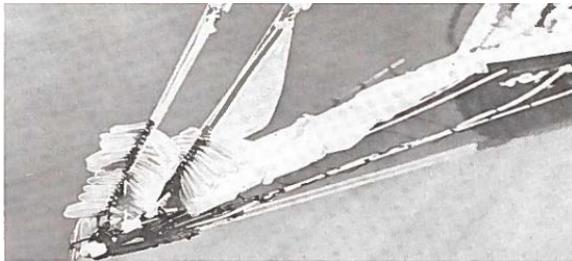
This example is for a sail that is furled to the mast and gaff, which is called "brailed."



If you are furling a sail to a yard, you would reduce the bottom of the sail. To furl a sail onto a boom, you would reduce the top.

So, now you have a simple way to make great looking sails. Nic had ¾'s of an hour for his roundtable at the conference and

This article was written by Erik A. R. Ronnberg, Jr. back in 1974.



HOW THE TOILING MODELLIST DOTH FURL'D SAILS MAKE

The biggest problem in getting furl'd sails on a ship model to look convincing lies in finding a material which has the thickness and stowing properties of canvas to very small scale. SILKSPAN is its finest grades has these characteristics and allows the modelmaker to cut sails to full dimensions without worrying about excessive bulkiness or coarse texture.

Laying the fabric over the sail plan, trace each sail's outlines with a 2H pencil; cut the sails out with sharp scissors, leaving 1/2" margins all-around. Next glue the boltropes to the sails at the pencil lines, using white glue, such as Elmer's Glue-all; allow to dry and trim away excess margins as close to the boltropes as possible.

At this point, cloth seams, reef bands and reef points, etc. may be scribed in or glued on, as the case may be. Punch fine holes with a needle along edges where lacings, earings, robands and clew-ends must be rove or secured. Sails may now be laced to spars, hanked to stays and seized into mast hoops.

Next, flake down the sails along the masts and stays, producing neat, accordion folds that alternate from side to side with each fold (see photo.) Square sails should be clewed up first and their buntlines hauled in next; leave the reef tackles a little slack. Following these processes, the sails should be gathered in carefully, tucking in loose folds without bunching, or allowing clumps of material to form unsightly bulges. This process can be eased by touching the fabric

occasionally with a wet, but not soaking, sable hair brush.

Once snugged down, gaskets can be passed around the sails, and a little touch of water here and there will smooth out any irregular shapes. Properly done, there will be enough wrinkles and folds in the silkspan to closely resemble cloth, and the texture of this material will approach scaled-down sailcloth far better than any woven fabric.

For models to 1/8" scale and thereabouts, the fine grade (00) silkspan is perfect. Models built to 3/16" and 1/4" scales can use medium grade silkspan for best effects.

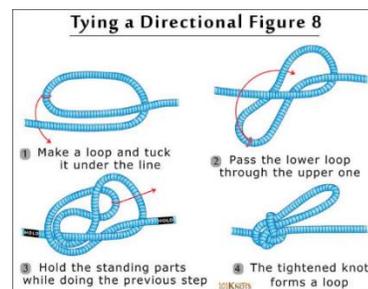
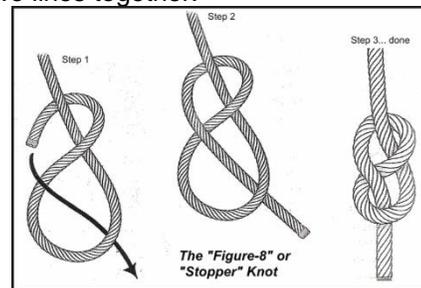
As a side note, silkspan is has limited availability:

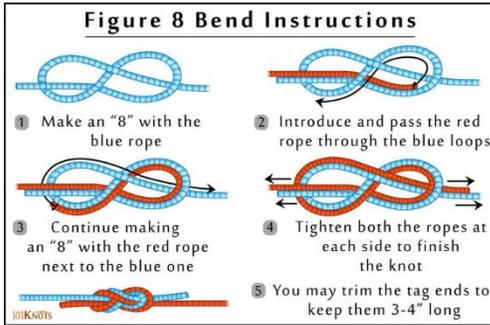
BlueJacket offers medium grade modelspan from Europe, which is an equivalent product. Order R1300 for a 15" x 35" piece, list \$2.75. Brodak, control line flying, offers both light & medium weight silkspan, 2 24" x 36" sheets per package at \$5.99/package. <https://brodak.com/>

Figure 8 Knot

Also called a stopper knot or Flemish knot, this is the correct way to start a lanyard on a deadeye. As such, in other applications, it prevents a line from running out of a device. It provides more bulk than an overhand knot, and is easier to untie as well. Rock climbers also use this knot.

It can also be used to form a loop in a line, or to join two lines together.





Web images courtesy of 101Knots

Other Notes: "Stuff", Tugs & Things

Tip-of-the-month

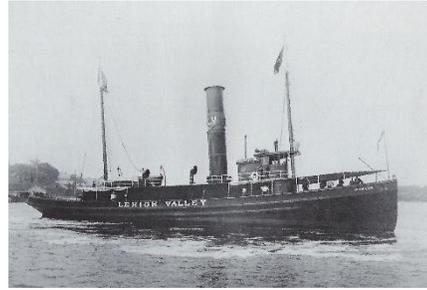
Belying Pins

In deciding what size belying pins to use on your model there are some general rules to follow:

- Most ships used one size of pin with the largest required size prevailing
- The diameters of pins were generally not less than the diameter of the ropes belayed to them.
- Sea-going naval and commercial vessels had pins from 1 to 1½ inches in diameter with lengths of 12 to 18 inches.
- Smaller vessels could have pins of ½ inch diameter and lengths of 6 inches.
- A general rule of thumb was ½ in. + ½ in. per 100 feet of ships length for the diameter and 6 in. + 6 in. per 100 feet of ships length.
- Pin shapes varied slightly but all had rounded ends, shoulders on the upper portions a slight taper to the shaft.
- Upper portions were generally between 3/8 and 1/3 the length of the pin.
- For example:
 - 30' ketch – length 7 ¾ inches, diameter ½ inch
 - 160' schooner – length 15 inches, diameter 1 ¼ inches
 - 200' ship – length 18 inches, diameter 1 ½ inches

Information provided by Julius Shinko, assoc. member, Avon Lake, OH

"Irvington"



Built in 1907 at Port Richmond, NY for the Lehigh Valley Railroad, the *Irvington* measured 140' x 26.8' x 15' and was powered by a 1000 horsepower steam engine. She towed anthracite coal barges between Perth Amboy, New Jersey and other ports in the Northeast. On one of her frequent trips to Penobscot Bay, Maine, she ran aground on Ponds Island Ledge in 1914 and was declared a total loss.

Like other coal tugs, the *Irvington* was well fitted out. Her boat-deck railing was solid brass and the photo shows her foredeck covered with an awing rigged to keep the deck cool for the crew quarters in the forecabin. Note the wind sock flying on her bow staff.

Her whistle was salvaged from the *Irvington* wreck, so it is possible to appreciate the size of these vessels. The whistle, mounted on the forward side of the stack, appears quite small in this photo, yet it is actually four feet high and nine inches in diameter. The *Irvington's* stack was 48 feet tall between the boat deck and the top.

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

Wooden Steamers

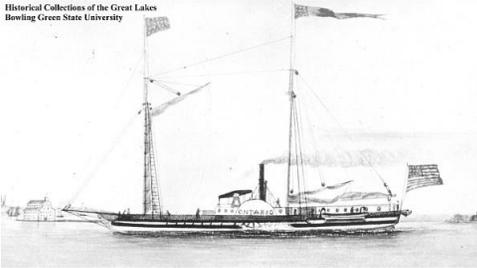
1816 - 1825

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.

The original ship building was concentrated on the east end of Lake Ontario and Lake Erie. This was due to the passenger and freight trade that either came up the St. Lawrence River by boat or across the trails,

ivers and lakes from Albany by foot or horse and settled on the east end of the lakes. During the War of 1812, both the British and Americans had built ship yards at Kingston, Ont. and Sackets Harbor, NY and hired shipwrights from the East Coast and England to build their fleets on Lake Ontario and Lake Erie. Most of the shipwrights had settled in that area and continued to build sailing vessels. With the introduction of steam powered vessels the yards shifted to the needs of steam vessels with the next steam ship built was a sidewheel steamer

Historical Collections of the Great Lakes
Bowling Green State University



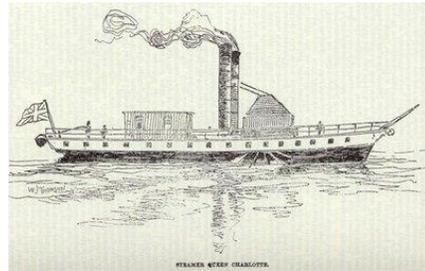
Ontario: Built in 1817 by Asahel Roberts at Sackett's Harbor, NY. Her engine was built by Daniel Dod, Elizabethtown, New Jersey and had a 34" bore x 48" stroke Vertical Beam (Walking Beam) driving 20" wheels. She also carried two masts rigged fore & aft. Her boiler was wood burning. Her registered measures were 112' x 28' x 8'3" with (Old Style) tonnage of 231.57.

Enrolled at Sackett's Harbor, NY, April 11, 1817 with ownership listed as Hunter, Crane, et al., of Sackett's Harbor, NY. She plied Lake Ontario between Lewiston and Ogdensburg, New York in the passenger, package freight trade. The *Ontario* went hard aground in Oswego Harbor, NY in 1820 and in 1826 she ran onto a shoal, in fog, near the Thousand Islands, St. Lawrence River. In the Fall of 1828 she was laid up for the winter at Hanford's Landing, Genessee River, NY where her vertical beam engine was removed and she was converted into sail.

Late 1829, the *Ontario*, while under sail, nearly foundered in a violent storm off Fort Niagara, NY. May 31, 1831, ownership was transferred to the Ontario & Saint Lawrence

Steamboat Company Inc. The following year, 1832, the vessel was dismantled.

In 1818, two additional steam powered vessels were laid down, one at Ernestown, Ont. and the other at Black Rock (near present day Buffalo) NY.



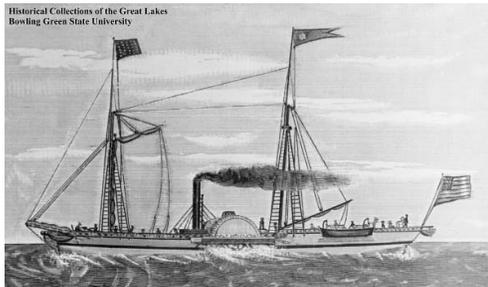
Queen Charlotte: A sidewheel steamer, built by Trebout & Chapman, Ernesttown (Kingston), Ont., Henry Gildersleeve, master carpenter, in 1818. Her measures: 130' x 18' x 8' with (Old Style) tonnage of 150.

The *Queen Charlotte*'s original owner was John Hamilton, Toronto, Ont., and she was launched from Finkles Point, April 22, 1818. Her engine was a walking beam, crosshead, built by Ward Bros. Eagle Foundry, Montreal, P.Q. She was built for the passenger, package freight trade and was the second steamboat launched at the port of Ernesttown. She initially ran from Wilkin's wharf to Prescott, Ont.

Masters of the sidewheel steamer *Queen Charlotte* were Captain Richardson (1818), Captain Mosier (1818), Captain Dennis (1819-20) and Captain Gildersleeve (1821-37). The sidewheel steamer *Queen Charlotte* ran most of her career between Kingston and Bay of Quinte off Lake Ontario.

The sidewheel steamer *Queen Charlotte* stranded near Cataraqui Bay, west of Kingston, Ont., Lake Ontario and broke up in 1837. She was declared a total loss.

Historical Collections of the Great Lakes
Bowling Green State University



Walk-In-The-Water: was also a sidewheel steamer, built by Noah Brown, Black Rock, NY in 1818. Her measures: 135' x 32' x 8' 6" with (Old Style) tonnage of 338 60/95

Her original owners were: Josephus B. Stuart, Nathaniel Davis, Asa H Center, Ralph Pratt, James Durrant, John Meads, Robert McQueen, Alexander Muir, Noah Brown, and Samuel McCoun. Her first enrollment was issued at Buffalo, NY, August 22, 1818.

The engine was a Crosshead, 36" or 40" bore x 48" stroke, 60 horsepower, built by Robert McQueen, New York. Copper boiler, 9' x 24'.

She was built for the passenger, package freight trade and the steamer *Walk-In-The-Water* was the first steamboat to sail on Lake Erie, Lake Huron and Lake Michigan, and the fourth on the Great Lakes, being preceded by the Canadian steamers *Frontenac* and *Queen Charlotte* and the American steamer *Ontario* on Lake Ontario in 1816.

Masters of the sidewheel steamer *Walk-In-The-Water* were Captain Job Fish (1818-19), Captain John Davis (1819) and Captain Jedediah Rogers (1820-21).

The sidewheel steamer *Walk-In-The-Water* went aground, August 1818 on the bar between the north and south channels, while trying to enter Dunkirk, NY harbor, Lake Erie. Released.

On September 27, 1818, she drifted aground on the bar at Erie, PA. The steamer *Walk-In-The-Water* had stopped to save the lives of people in a small boat that had ventured too close to the paddle wheels and been drawn into them. Released.

In May, before season started, the sidewheel steamer *Walk-In-The-Water* had her paddlewheels diameter reduced which increased her speed by 2 miles/hour.

Ownership of the sidewheel steamer *Walk-In-The-Water* was reorganized as the Lake Erie Steamboat Co., Buffalo, NY in 1819.

Ownership (investors in Lake Erie Steamboat Co.) of the sidewheel steamer *Walk-In-The-Water* was transferred to Nathaniel Davis, Asa H Center, Ralph Pratt, William Durrant, John Meads, Robert McQueen, Alexander Muir, Noah Brown, Samuel McCoun, Anthony Dey, Mary S. Gillespie, and Elizabeth H. Post on May 12, 1821.

December 20, 2018

The sidewheel steamer *Walk-In-The-Water*, outbound from Black Rock, NY for Cleveland, OH, laden with 75 passengers and general merchandise, was caught in a fall gale. Turning back, she anchored in Buffalo Bay, sprang a leak, dragged her anchor and stranded near the Buffalo Harbor lighthouse. No lives lost. Her final enrollment was surrendered at Buffalo, NY, April 05, 1822 and endorsed as "vessel wrecked and broken up".

Superior: (No image available) A sidewheel steamer built by Noah Brown, master carpenter, at Black Rock, NY in 1822. Her measures were: 126' 6" x 28' 8" x 10' 6" with (Old Style) tonnage of 346 38/95.

Her original owner was Lake Erie Steamboat Company; Noah Brown et al, Black Rock, NY. She was first enrolled at Buffalo, NY, May 13, 1822. She was equipped with a low pressure, crosshead, engine with 40" bore x 48" stroke, built by Robert McQueen, New York, New York in 1818. The engine was originally installed in *Walk-In-The-Water*.

The *Superior* was built for the passenger, package freight trade and ran Buffalo, NY to Detroit, MI., Lake Erie and Detroit River.

Master of the sidewheel steamer *Superior* was Captain Jedediah Rogers (1822) with Calhoun (1822) as engineer.

The sidewheel steamer *Superior*, September 16, 1822, bound up for Detroit, MI ran into a gale on Lake Erie above Cleveland, OH; her wheels were struck by a heavy sea which carried away one of the crank wheels and disabled the vessel. She rode out the gale at anchor, then landed her passengers and turned back to Buffalo under sail. The cause was due to the engine being placed too high in the boat causing the wheels to be incapable of being controlled in a rough sea. She was repaired at Buffalo, NY.

July 28, 1824, ownership of the sidewheel steamer *Superior* was changed to Asa H. Center et al, Buffalo Creek, NY. Under new ownership her masters were Captain Bunker (1824), Captain William Sherman (1825-29) and Captain William T. Pease (1830-32) with John Q. Murdock (1827) as engineer.

While bound up, April 22, 1825, Buffalo, NY to Detroit, MI, the sidewheel steamer

Superior encountered a gale on Lake Erie and lost her top-masts. She completed her trip. On June 4, 1825, the sidewheel steamer *Superior* landed 306 passengers at Detroit, MI, the majority were emigrants.

Ownership of the sidewheel steamer *Superior* was purchased at public auction February 22, 1827 by Captain William Sherman, Buffalo, NY.

On April 20, 1827 ownership of the sidewheel steamer *Superior* was changed to Jahaziel Sherman, Buffalo, NY.

Bound down, Detroit to Buffalo, the sidewheel steamer *Superior* lost her way in dense fog, ran onto the bar above the lighthouse and struck bottom. She was released without damage. On September 02, 1827, the sidewheel steamer *Superior* and the sidewheel steamer *Henry Clay* (US-1825) collided above Grand River, OH, Lake Erie. Damage repaired. Later that year, in November, 1827, the sidewheel steamer *Superior* went aground on the middle ground in Sandusky Bay, during a gale on Lake Erie. Released.

During a January gale in 1828, the sidewheel steamer *Superior* was driven from her fastenings in Buffalo Creek and went aground. Released.

During winter layup in 1829, the sidewheel steamer *Superior* was rebuilt and received new boilers built by Beals, Mayhew & Company, Buffalo, NY.

On January 9, 1831, the ownership of the sidewheel steamer *Superior* was changed to Captain William T. Pease et al, Buffalo, NY.

During the Black Hawk War, the sidewheel steamer *Superior* was chartered by the U. S. War Department for the year 1832.

In 1833, the sidewheel steamer *Superior* was laid up and had her engine removed and installed in the sidewheel steamer *Waterloo* (US-1840).

On April 9, 1834, ownership of the sidewheel steamer *Superior* was changed to Jacob A. Barker et al, New York. There is no indicator that she was active and in 1837 her ownership was changed to Harry Whitsker, Havre, MI.

The new owner had the *Superior* rebuilt as a full-rigged ship by William McHollister, master carpenter, Havre, MI. She was enrolled at Detroit, MI, October 31, 1837: Enrollment

record show her with 1 deck, 3 masts, measures: 128 x 29 x 10.67; 358.93 Tons (Old Style). She entered into the bulk freight lumber trade.

In 1838, master of the ship-rigged *Superior* was Captain Whicker. August 1838, the ship-rigged *Superior* arrived at Monroe, MI with a cargo of 100,000 feet of pine lumber.

Ownership of the ship-rigged *Superior* was changed, on May 27, 1840, to Gibson T. Williams et al, Buffalo, NY. A year later, on April 19, 1841, ownership of the ship-rigged *Superior* was changed to Samuel W. Hawes et al, Buffalo, NY.

May 1841, entering Buffalo Harbor, the ship-rigged *Superior* went fast aground on the bar at the Buffalo Lighthouse. Released.

Later that year, ownership of the ship-rigged *Superior* was changed to Phillip Allen, Buffalo, NY, on October 11, 1841.

Ownership of the ship-rigged *Superior* was changed to George A. Moore, Buffalo, NY, on June 24, 1843. Her master was Captain Munson. Later that year, the ship-rigged *Superior*, while loading 5,000 bushels of wheat at Michigan City, Ind., Lake Michigan, October 21, 1843, had her lines parted during a gale and was driven on the beach where she was pounded to a total loss. No lives lost.

It should be noted that ship-rigged vessels are bad crafts to navigate on the Great Lakes. They cannot be handled as easily as fore & aft rigged craft, and it is almost impossible for them to sail when the wind is unfavorable – there being so little room for beating across the wind.

Chippewa: (No image available) The sidewheel steamer *Chippewa* was built at Buffalo, NY (builder unknown) in 1824. She was built with layers of planking and no frames and rated at 100 gross tons. Her engine was a single cylinder, low pressure steam. Her hull had an unusual design, similar to the shape of a muskmelon. Intended to run from Buffalo to the upper Niagara Falls on the Niagara River. She made two trips to the Falls, was deemed a failure and soon 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

Columbus Woodworking Show

Ohio Expo Center
Voinovich Livestock & Trade Center,
717 East 17th Avenue, Columbus, OH 43211
January 18 - 20, 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
December 20, 2018

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH
July 20-21, 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

Editor: Bill Nyberg

President and editor

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