

© 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

March 2019

**Next Meeting: March 16, 2019**  
**"Spiling" – Bob Mains**

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## March Meeting

We had a great turnout. Beside the ship models on the tables, Loren shared with us his latest wood carvings.



## Business

### Membership Dues - Reminder

Last Call - Membership dues for 2019 are due by the end of March 2019. Dues not paid – no newsletter or notice of activities.

"The annual dues for Regular Members shall be \$20.00; for Associate Members shall be \$10.00."

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

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

## Presentation Planning

Still need your help filling out the 2019 presentation calendar. There are three presentations still un-assigned:

- July – Making Masts
- August – Making yards, booms, and gaffs
- October: Running Rigging, blocks, tackle and belaying

Here is your opportunity to share your skills and knowledge. Contact me at [shipwright@wowway.com](mailto:shipwright@wowway.com) with the subject you are willing to present.

## Ohio State Fair

### **4th Annual Model Shipbuilding Competition**

Initial notice of the 4<sup>th</sup> annual ship modeling competition has been sent out to a roster of statewide wooden ship modelers and IPMS clubs.

We will include both wood and plastic model. The Ohio State Fair web site will be open near the end of March for registration. For this

year's competition, all entries are to be delivered to the Creative Arts Building (Kasich Hall) north of 17<sup>th</sup> Avenue on the Fairgrounds during the 2<sup>nd</sup> week of July. Judging of entries will be held on Monday, July 15<sup>th</sup>. All models entered in the competition will be on display during the Fair. The Fair ends August 4<sup>th</sup> and model will be picked up August 5<sup>th</sup>.

### **Youth Model Building Workshop**

No update was available on the planning progress for this event.

From Seaworthy Small Inc. A Bermuda



8" sailboat.

### **Presentation**

We had two presentations this month. Alan Phelps has developed a foot-operated speed control for his Dremel and we continued our 2019-year presentation schedule focused on providing instructions for someone new to ship modeling.

#### ***Dremel Foot Control***

Alan Phelps shared his foot pedal for the Dremel speed control he had developed last year. This allows the user to set the speed and torque he wants on the speed control then power the Dremel on and off using his foot, allowing the user to focus on his work and rather than the Dremel controls.

#### ***Planking***

Our main presentation was on "Planking a Hull" by Mike Knapp. He started his presentation by focusing on fairing a hull and its importance whether building solid, POB or POF hull

Mike shared three terms in nautical lingo:

- Fair: a smooth flowing hull

- Fairing: the process of making a hull smooth.
- Faired: a term used to imply how a hull looks to the observer.

He then shared with us the tools required to fair solid hull:

- Station lines from the Sheer Plan.
- Station templates that are taken from the Body Plan
- Chisels/small plane/hasp used to rough carve the wood.
- Fine files and sanding sticks to finish the surface.
- Patience

On building POB or POF hulls, Mike suggested using a 90-degree aluminum angle iron the can be clamped to the keel piece to align the bulkheads. He uses a long, thin, pliable strip of wood that can be laid across the edge of the bulkheads and frames to check for fair.

When planking POB, the length and width of the planking is dependent upon the kit manufacturer. On POF, if you plan to plank to scale, you need to determine width of planks and length of the planks. Planking material varied based upon availability of trees. Medium width of planks in the 18<sup>th</sup> & 19<sup>th</sup> Century were 4" – 12". Average length of lumber in the 17<sup>th</sup> & 18<sup>th</sup> century was 20 to 26 feet. In the nineteenth century it was 16 to 18 feet.

Other things to consider are:

- Clamping: how are you going to clamp the plank to the frame while glue dries. With the availability of CA glue, a drop on the frame and your fingers can hold the pieces together till the glue tries. If you do need to use clamps, there are multiple choices available, including wooden clothes pins that can be adapted to meet you needs and come in size 1", 1 ½", 2 ½", and are inexpensive.
- Treenails (trunnels): a lengthy process that will add time to your build process. Vanda-Lay Industries, [www.vandalayindustries.com](http://www.vandalayindustries.com), has a Dremel attachment cutter for .025 (#70 drill),

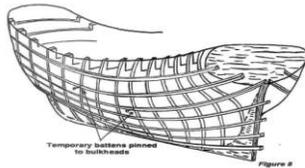
.030 (#67), .038 (62) at 1/4" scale cuts 1" & 1.5" trenails. The other option is the use of a draw plates.

- Bending wood takes water, heat and some way to form and hold the piece to shape. G. K. Modellbau, the home of the kammerlander building process [www.gk-modellbau-shop.de](http://www.gk-modellbau-shop.de). This uses a soldering iron with a replaceable tip to bend wood onto a frame. Frames are marked where the plank goes, a spot of glue painted on, wood soaked in water and then dried using a hot soldering iron tip that dries the wood and the glue



under it.

- Planking battens:



- Purpose: to break the hull in small segments for correct sizing and shaping of planks
- Bands should be about 20 mm apart and the bands 3mm x 3mm, running the length of the hull. Fasten with pins (small – 1/2" length).
- At centerline (midships frame) measure length from top edge of bulwark to keel. Divide it into equal spaces that will be easy for you to work the individual plank widths.
- There is a different process with and without the wale installed. If the wale is installed, battens are laid between the bottom of the wale and the keel. The batten should have a fair and easy line when viewed from all angles. View and compare the battens lie from bow and

stern comparing that both sides are similar.

- Proportional Divider:

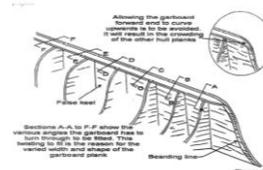


Finding plank widths using a proportional divider

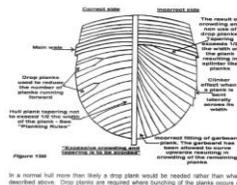
1. Set slide on divider to ratio (number of planks in the belt).
2. Set long legs of dividers to span width of planking belt (between wale and the center of next batten).
3. Distance between points of the short legs is the width of each single plank in the belt.

Repeat this procedure at every frame or bulkhead. Transfer the distance to the sketch for each frame. Connect the points. Draw in the butts so that the rules are followed.

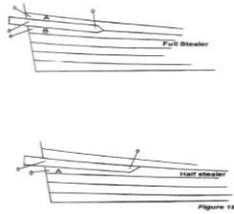
Mike cautioned that in planking, the garboard strake should not be allowed to curve



upward. He also shared a drawing of the correct and incorrect planking image.



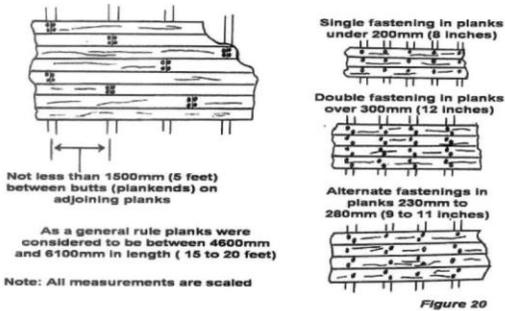
He also shared an image of stealers, both full and half-stealers.



- Full Stealer – a full plank width fitted between two strakes
- Half Stealer – an additional filler plank fitted into the lower plank.
- No more than ½ the width of a plank should be used to fit a stealer

This got us into the planking rules:

- All plank butts centered on a frame
- At least 3 strakes between butts on the same frame
- At least 4 scale feet (1/4" scale = 1') between butts with one unbroken strake in between.
- At least 5 scale feet (1/4" = 1') between butts in neighboring strakes



**Securing the planks**

Securing the planks, there are time honoured rules for securing the planks to the hull of. Figure 20 deals with and shows these rules as they applied, together with the methods used for fixing the planks to the frames (bulkheads) using tree nails as a method of securing the planks.

Mike ended his presentation with recommendations on two books and a web site.

- Model Shipways "Planking the Built-Up Ship Model" – Highly Recommended
- "Planking Techniques for Model Ship Builders" by D. Dressel
- "Simple Hull Planking Techniques for Beginners" found on "Model Ship World" on the internet @ [www.modelshipworld.com](http://www.modelshipworld.com)/Model Shipwright Database, framing and planking.

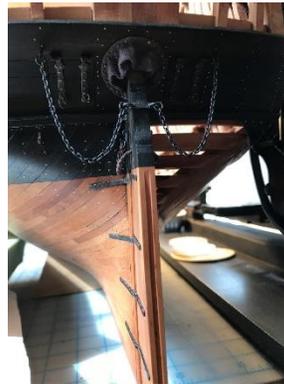


Mike ended with two pictures from the recent re-planking of the whaling ship *Charles W. Morgan*, at Mystic Seaport, replacing hull planking.

**Ships on Deck:**

**Bonhomme Richard**

Jerry Amato



Stern view. Port side is planked and starboard side unplanked.

**Golden Hinde**

Don Good

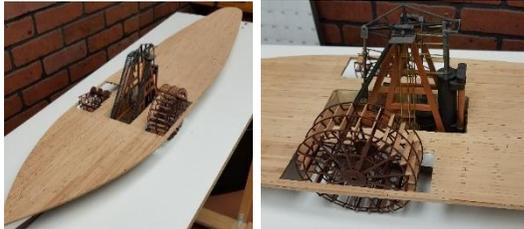


The solid hull is planked in cherry and the standing rigging is done.

**Mary Powell**

Lee Kimmins

Lee is planking the deck. His next step will be installing the deck braces.



**La Jacinthe**

John Kinkel



John has been working on the deck fixture and railings.

**Swift**

Bob Mains



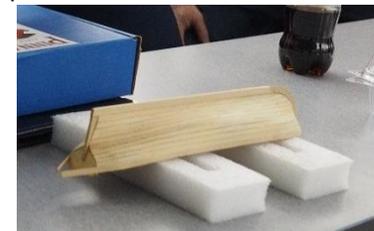
Bob has the masts installed and had questions about rigging. He is putting sails on so we had a lively discussion on how to attach sails to stays.

**Pinnacle**

Dr. Mike Dowler



Mike, sharing the instructions with John and a photo of the pinnacle below.



**Mayflower**

Stan Ross



Stan is rigging the yards on his Mayflower

**Odds and Ends**

**Nautical Terms**

Half-breadth plan: In shipbuilding an elevation of the lines of a ship, viewed from above and divided lengthwise.

Halyard or halliard: Originally, ropes used for hoisting a spar with a sail attached; today, a line used to raise the head of any sail.

Hammock: Canvas sheets, slung from the deckhead in, mess decks, in which seamen slept. "Lash up and stow" a piped command to tie up hammocks and stow them (typically) in racks inboard of the ship's side to protect crew from splinters from shot and provide a

ready means of preventing flooding caused by damage.

**Hand:** To furl a sail.

**Handsomely:** With a slow even motion, as when hauling on a line "handsomely".

**Handy Billy:** A loose block and tackle with a hook or tail on each end, which can be used wherever it is needed. Usually made up of one single and one double block.

**Hank:** A fastener attached to the luff of the headsail that attaches the headsail to the forestay. Typical designs include a bronze or plastic hook with a spring-operated gate, or a strip of cloth webbing with a snap fastener.

**Harbour:** A harbour or harbor (US), or haven, is a place where ships may shelter from the weather or are stored. Harbours can be man-made or natural.

**Harbor of refuge:** A place where ships in transit can find shelter from a storm. These are often man-made jetty enclosed area along a featureless coastline where no nearby natural deep-water harbors exist.

**Harden in:** Haul in the sheet and tighten the sails.

**Harden up:** Turn towards the wind; sail closer to the wind.

**Hatchway, hatch:** A covered opening in a ship's deck through which cargo can be loaded or access made to a lower deck; the cover to the opening is called a hatch.

**Haul:** 1. To steer (a vessel) closer to the direction of the wind. 2. To shift forward, i.e., more toward the bow of the vessel.

**Hauling wind:** Pointing the ship towards the direction of the wind; generally, not the fastest point of travel on a sailing vessel.

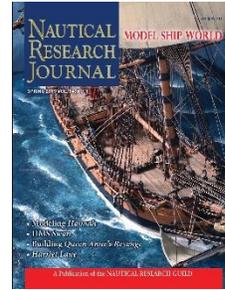
**Hawsepipe, hawsehole or hawse:** The shaft or hole in the side of a vessel's bow through which the anchor chain passes.

**Hawser:** Large rope used for mooring or towing a vessel.

Glossary of Nautical Terms Wikipedia;

### ***Nautical Research Journal***

NRJ 64.1 Digital Edition is live. The Nautical Research Journal / Model Ship World Spring Issue (64.1) is live and the digital subscribers can now access the new issue. The print copy will be mailed on or about **March 13**.



New subscriptions/memberships can be added at any time. Sign up for the digital edition – save postage and get your copy before the print copies are in the mail. See a sample digital edition at the NRG web site.

<https://www.thenrg.org/digital-edition.php>

### ***43<sup>rd</sup> Midwestern Model Ships & Boats***

The 43<sup>rd</sup> Midwestern Model Ships & Boats Competition will be held at the Wisconsin Maritime Museum, Manitowoc, WI, May 17-19, 2019. Information and forms are available at:

[www.wisconsinmaritime.org/special-events/midwestern-model-ships-boats-contest-and-display/](http://www.wisconsinmaritime.org/special-events/midwestern-model-ships-boats-contest-and-display/)

### ***NRG Carving Workshop***

Admiralty Models Carving Workshop  
May 25 and 26, 2019

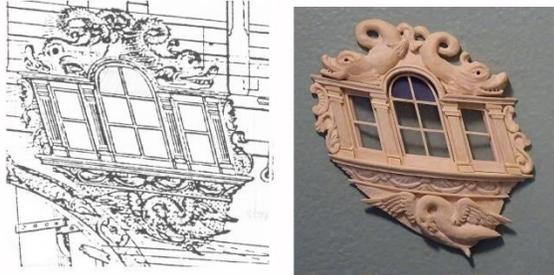
David Antscherl will present a two-day, hands-on workshop in miniature carving techniques for ship modelers. This will run on the weekend of May 26 in the picturesque and historic Niagara area of Ontario. The location is The Riverbrink Art Museum in the village of Queenston on the bank of the Niagara River, which figured prominently in the War of 1812.

The first day will cover additive methods using modeling clay. The second day will cover subtractive methods using edge tools. Most materials will be supplied. A list of things to bring will be sent to registered participants.

Consider staying a few days in the area. Visit Niagara Falls, Niagara on the Lake, the wineries and micro-breweries and the spectacular landscape of the Niagara Escarpment. Toronto and the Thomson Collection of ship models is about 1½ hours' drive away. There are many hotels and B and B's in the Niagara on the Lake, as well as in Niagara Falls. However, early booking is

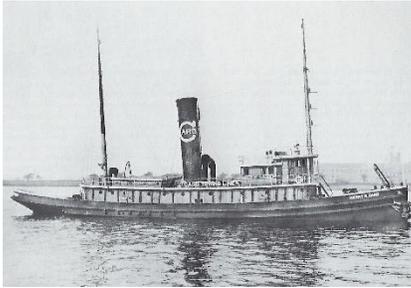
recommended, as this is the beginning of the high season.

Early registration is also recommended, as space is limited. Cost will be US \$275.00. Payment via PayPal to [dvm27@comcast.net](mailto:dvm27@comcast.net).



## Other Notes: "Stuff", Tugs & Things

### "Henry W. Card"



Built in 1920 at Green Bay, WI, she was one of 48 sister tugs built by the United States Shipping Board during World War I and commissioned as *Pylos*. She measured 141.5' x 27.7' x 14.8' and was equipped with an 800-horsepower steam engine.

In September 1920, "the United States shipping board announce that it would sell 81 tugs, including the *Pylos*, which had recently arrived at the Boston port from the Great Lakes. The board had already disposed of several of its smaller tugs, principally to New York towing concerns.

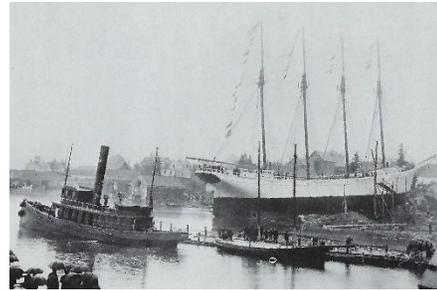
She appears above in her civilian colors after her sale to the Card Towing Line, New York. The *Henry W. Card* and her sisters were built during the war as part of a tug and barge program to increase the flow of much-needed coal from Hampton Roads, Virginia to the manufacturing cities in the Northeast. When

required, they also served as rescue and salvage tugs in the North Atlantic.

The *Card* was commandeered by the War Administration for use during World War II and subsequently returned to civilian service. For a period of time the *Henry W. Card* served in the United States Coast Guard as U.S.C.G.C. *Pylos*. She carried a crew of 15 and retained her steam power until retired in 1957.

The Card Towing Company was purchased by McAllister Towing, New York in the 50's.

### Portland



As spectators stand in the rain (lower left corner), the steam tug *Portland* waits for the newly built four-masted schooner *Eleanor F. Bartram* to slide down the ways in East Boothbay, Maine, in 1903. The tug will make fast to the schooner and take her in tow as soon as she is in the water. Note the schooner yacht at the dock (lower middle).

The *Portland* was built in 1902 at South Portland, Maine for Central Wharf Towboat of Portland. She measured: 87.5' x 21.5' x 10' and was equipped with a 350-horsepower steam engine.

At 1000 tons, the *Eleanor F. Bartram* was the largest boat built by the W.I. Adams yard of East Boothbay. After her 1903 launch, she carried cargo such as coal and southern yellow pine. There are records of the *Bartram* being stranded and re-floated at least twice in her 23-year career.

On August 19, 1926, the *Eleanor F. Bartram* departed Norfolk, Virginia bound for Puerto Cabello, Venezuela. She was never seen again, with no trace of her cargo or crew ever found. All hands were presumed lost somewhere in the Atlantic Ocean.

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

## **Wooden Steamers**

### **1833**

A little history: The settlement of Michigan was made almost entirely by lake. It was delayed until Ohio was first peopled. From 1800 to 1820 the population of Ohio grew from 42,161 to 581,295 while Michigan grew from 3,757 to 8,765. It was not until the appearance of steamers on the Lakes in 1818, and the opening of the Erie Canal in 1825 that the lands west of Lake Erie began to be occupied.

The land now known as Illinois and Wisconsin was Indian territory until after the Black Hawk War of 1832. With the peace, strong emigration followed and the rich prairies began to fill. With the cheapness of steamboat and canal boat passage, nine-tenths of those that came from Europe and the Northern states arrived by boat via the New York canal and Lake Erie.

In 1836, the Erie Canal had about 3,000 canal boats. The boats, leaving Albany almost every hour, afforded facilities to emigrants to convey their families and property at small expense.

Prior to 1832, the whole commerce west of Detroit was confined to carrying provisions and goods for the Indian trade and bringing back the furs and other trade collected for the Eastern market and freighting up provisions and supplies for troops around the upper lakes.

In the first 16 years (1816-32) of steam powered ships on the Great Lakes, 32 sidewheel or sternwheel steamers had been built either by American or Canadian shipyards. 40 new steamers would be added in the next 4 years.

### **1833**

**Oakville:** A wooden sidewheel steamer, built by William Chisholm, Oakville, Ont. was launched early in 1833, for J. Loder of Oakville. Powered by two low pressure, 75 horsepower steam engines that were originally installed in *John By*, built by Bennett & Henderson of Montreal.

She was built for the passenger, package freight trade. Her engines were replaced by (2) low pressure, 30 horsepower engines that had originally been installed in the sidewheel steamer *Rapid* (C-1834) in June 1835.

During a storm on Lake Ontario, in November 1835, the *Oakville*, running for a pier at Oakville, got on a ledge of rocks near the harbor entrance and sank in 10 feet of water. She was raised and released with very little damage. In December of that year, in a late gale on Lake Ontario, the *Oakville* ran on to a sunken rock which caused sufficient injury to force her to stop at Niagara for repairs.

In April 1836, ownership of the *Oakville* was changed to Nathaniel Hughson, Esq., Kingston, Ont. and she was renamed the *Hamilton*, 180 tons, and placed upon a daily run between Toronto and Kingston, Ont. Her master was Captain Mills (1836).

On September 9, 1836, the *Hamilton*, bound for Toronto, came upon the waterlogged schooner *Rambler*, rescuing her crew and then towing the schooner into Toronto, Ont.

For the 1837 season the *Hamilton* was chartered by Hon. John Hamilton.

Master of the *Hamilton* was Captain Gaskin for 1839.

In the winter of 1840, the *Hamilton* was lengthened, rebuilt, reregistered at 300 tons and renamed *Union*.

Masters of the sidewheel steamer *Union* were Captain Drummond (1841) and Captain Charles Burns (1841 - 44). She operated as a freight boat touching most ports around Lake Ontario. In 1845 the sidewheel steamer *Union* was retired. Final disposition – unknown.

**Detroit:** On the shore of Swan Creek, OH a wooden sidewheel steamer named *Detroit* was built. (Builder unknown). Her measures were: Length: 125.50'; Width: 17.50'; Height: 6.50' and Tonnage (Old Style): 137 66/95. Her original owner was Detroit River Steam Navigation Co., Detroit, MI. She was enrolled at Detroit, MI in April 15, 1834. Engine: Unknown. She was built for the passenger, packet freight trade and ran between Oswego, NY and Cleveland, OH. Master of the *Detroit* was Captain Howard in 1834.

Ownership of the *Detroit* was changed in May 1836 to H. V. Disbrow, Detroit, MI. The *Detroit* was laid up for more than two weeks at Sandusky, OH while waiting repairs to her broken crank. In July of that year, ownership of the *Detroit* was changed to H. M. Campbell et al, Detroit District. In March of 1837, ownership of the *Detroit* was changed to the Lake Michigan Steamboat Co. et al.

In October 1837, the sidewheel steamer *Detroit*, laden with general freight and passengers, wrecked during a gale near Southport, WI. Property loss: \$20,000.

**Governor Marcy:** Pratt & Taylor, Black Rock, NY, built a wooden sidewheel steamer for William F. P. Taylor et al, Buffalo, NY. Her first enrollment was issued at Buffalo, NY, April 25, 1834. Her measures as recorded were: Length 125.00', Width: 18' 6", Height: 7' 3" with her tonnage (Old Style) of 161 80/95. She had a vertical beam, 35 horse power-engine.

The *Governor Marcy* was built for the passenger, package freight trade. Her first master was Captain Samuel Chase.

The schooner *Henry* (U-1834) collided with *Governor Marcy* on Lake Erie, between Conneaut, NY and Erie, PA. The steamer put into Conneaut, NY for repairs. Masters of the steamer *Governor Marcy* were Captain Gorham (1837) and Captain McKenzie (1838).

In 1839, ownership of the steamer *Governor Marcy* was changed to William Brewster, et al, Detroit, MI.

In 1843, ownership of the sidewheel steamer *Governor Marcy* was changed to Matthew Gooding et al, Detroit, MI.

In June of 1847, while bound down from Erie, PA for Buffalo, NY, the *Governor Marcy* became stranded below Van Buren Point, near Dunkirk, NY, Lake Erie and was wrecked in the gale.

**Britannia:** At Kingston, Ont., a shipwright named Ewen built two wooden sidewheel steamers, *Britannia* and *St. George* in 1833. The *Britannia* was launched in 1833 for Robert Bethune, Esq. and had measures: 109' x 20' 6" x 8", with a unit ton of 180. She was powered by a low-pressure 55-horsepower steam engine built by Bennett & Henderson, Montreal, P.Q. She was built for the passenger, package freight

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trade on the Rideau Canal and Bay of Quinte. Her first master was Lieutenant W. Smart, R.N. (1833).

In June of 1833, while lying at Belleville, Ont, the *Britannia* was struck by the sidewheel steamer *Perseverance* who sheered to starboard while coming into the harbor. In the same month the *Britannia* and the steamer *Perseverance*, while both on passage to Prescott, Ont. from the Bay of Quinte collided. The *Britannia*, while passing, the *Perseverance* sheered into the *Britannia* who received damage to her wheelhouse and had part of the saloon carried away.

Captain Jacob Herchimer became master of the *Britannia* late in 1833 and was captain until 1836.

In October of 1833, the steamer *Britannia* and the steamer *St. James* came in contact in Kingston harbor causing injury to the former in a broken bow and smashed hand-rails. While waiting to be hauled upon the rails to repair a leak, the sidewheel steamer *Britannia* sank in Kingston Harbor. She was raised and repaired.

In the summer of the following year, down bound from Brockville, Ont to Prescott, Ont on the St. Lawrence River, the *Britannia* broke her shaft and drifted towards the American shore before being halted. Repaired.

In 1836, the *Britannia* was lengthened 22' by Niagara Harbour & Dock Co. Her new measures: 130' x 21' x 8'; 298-unit tons.

In 1837, Captain Coleough took command of the steamer *Britannia*.

In 1840, ownership of the *Britannia* was transferred to D. Bethune, Toronto, Ont. Her master from 1843–1844 was Captain Maxwell.

Final enrollment for the steamer *Britannia* was surrendered in 1844 and endorsed "retired".

**New York:** In 1833, at Black Rock (Buffalo), NY, the wooden sidewheel steamer *New York* was launched by shipwright Carrick with measures: length: 141' 1", width: 24', height: 10' 2", with tonnage (Old Style): 325 32/95. Her original owners were: S. Thompson & Co. & Townsend, Colt & Co., Buffalo, NY and G. F. Griffith & Co., Troy, NY. Her initial enrollment was issued at Buffalo, NY on May 10, 1833. She had a high-

pressure steam engine with 2 cylinders. The *New York* was built for the passenger, package freight trade and ran the length of Lake Erie between Buffalo, NY and Detroit, MI.

During the winter of 1834, the steamer *New York*, while moored on the creek at Buffalo, NY, lost her starboard wheel house during a gale.

In the spring of that year, while down bound, the steamer *New York* collided with the steamer *Enterprise* (US-1825) 10 miles below Dunkirk, NY, Lake Erie. The *Enterprise* machinery was disabled and she had to be towed into Dunkirk for repairs. The *New York* was little damaged.

During the summer of 1834, while bound up for Detroit, MI, the steamer *New York* had one of her steam pipes burst when she was sixteen miles above Erie, PA, Lake Erie. She was repaired at Erie, NY.

In the summer of 1837, while leaving Dunkirk, NY harbor about 1 AM on a Sunday morning, the steamer *New York* was struck by the sidewheel steamer *New England* (US-1837) causing damage to her larboard side. Repaired.

Master of the steamer *New York* was Captain Shepard (1838).

In 1839, the *New York* was abandoned at Buffalo, NY. December 1841, she sank at her moorings where she had been abandoned.

**St. George:** the other vessel built by shipwright Ewen at the shipyard at Mississauga Point, Kingston, was launched May 27, 1833. Built for D. J. Smith et al., Kingston, Ont., she was enrolled with measures: length: 137.0, width: 22.5, height: 10.4; unit tons: 184.12. Her engine was low pressure, 46" bore x 96" stroke, 90 horsepower, built by Bennett & Henderson, Montreal, P.Q., and originally installed in sidewheel steamer *John By*. She was built for the passenger, package freight trade and operated as a Lake Ontario mail steamer. She was schooner rigged and had accommodations for 60 cabin passengers.

In the summer of 1833, the *St. George* broke her shaft on Lake Ontario. Repaired.

Master of the steamer *St. George* was Lieut. Harper, R.N. (1834-36) with R. Fothergill (1835) as chief engineer.

In June 1835 while down bound, the steamer *St. George* was struck by the steamer *William IV* at the wheelhouse, which broke her starboard shaft beam. Repaired.

During layup 1836, ownership of the steamer *St. George* was changed to H. & S. Jones, Brockville, Ont. Masters of the *St. George*, under this ownership were Captain Bullock (1837), Captain McIntyre (1838), Captain Moodie (1839), Captain Twohy (1841) and Captain Sutherland (1842).

In the summer of 1836, bound up the St. Lawrence River at night, the *St. George* struck a shoal near Clayton, NY. Unable to keep her afloat the captain ran ashore at the mouth of French Creek. She was later released and towed to Niagara for repairs.

In October of the following year, while up bound, the sidewheel steamer *St. George* went aground on Oak Point, Brockville, Ont., St. Lawrence River. Released.

In the spring of 1839, while entering Kingston Harbor in thick fog, the *St. George* went aground on Salmon Island, unshipped her rudder and stove in her jolly boat. Released.

In the summer of 1840, while bound up Lake Ontario, the steamer *St. George* broke her shaft. She continued under sail until a tow arrived to take her into Port Hope, Ont.

In the year 1844 her ownership was changed to D. Bethune, Toronto, and renamed *Neptune*. She was used as a towboat at Montreal, P.Q.

In 1846, the ownership of the towboat steamer *Neptune* was changed to J. Munn et al, Montreal, P.Q. In 1849 her enrollment was surrendered at Montreal, P.Q. and endorsed "broken up".

**Kingston:** In 1833, J. Quain, Kingston, Ont. built and launched a wooden sidewheel steamer *Kingston* for J. G. Parker, Kingston with the measures: length: 103.8', width: 14.7', height: 8.0', with a unit ton of 115.27. She had a vertical beam engine, built by Ward, Montreal, P.Q. and was built for passenger, package freight trade between Prescott, Ont. and Bay of Quinte.

The steamer *Kingston* was found unstable due to the narrowness of her hull. False sides were added to stabilize her.

In the fall of 1833, the steamer *Kingston* ran aground below Alexandria Bay, NY on the St. Lawrence River. Released.

In the early winter of 1834, while bound from Kingston to Belleville, Ont. the *Kingston* was cut by ice in the Bay of Quinte, Lake Ontario. She filled and sank in 12 feet of water. Raised and repaired.

In 1839, ownership of the *Kingston* was changed to J. Counter. He determined that the *Kingston* was too small to be profitable and had her withdrawn from the Bay of Quinte runs. In late fall of 1844, while moored in Navy Bay at Kingston, Ont., the *Kingston* went ashore during a storm and was left "high and dry".

In 1848, the steamer *Kingston* was converted to a schooner by John Quain and renamed *Susan* with measure 103.8 x 14.7 x 8.0; 115-unit tons. Her first registration was issued at Kingston, Ont., December 11, 1848 and ownership was listed as Walter McKay and homeport out of Kingston, Ont. Master of the schooner *Susan* was Captain Walter McKay.

Her ownership was changed to John Port, Pickering, Ont., Lake Ontario in the fall of 1851. Her final disposition is unknown

**Cobourg:** William Hathaway & C. McIntosh, Cobourg, Ont. built the wooden sidewheel steamer *Cobourg* for Charles & James McIntosh et al: Cobourg Steamboat Co. Her measures were: length: 150.00, width: 25.00 (36.0' width over paddle boxes), height: 11.00; with unit tons of 318.00. She had two vertical beam, low pressure steam engines rated at 50-horsepower and built by Sheldon, Dutcher & Co., York, Ont. in 1833. The *Cobourg* was built as a Lake Ontario mail steamer. The *Cobourg* made her first voyage, Toronto to Niagara, July 11, 1833 with her cabins still incomplete.

Masters of the steamer *Cobourg* were Captain Charles Mackintosh (1834), Captain C. Paynter (1835) and Captain William Colcleugh (1836).

In August 1835, the steamer *Cobourg*, shortly after leaving Brockville, Ont., ran upon rocks off the islands in the St. Lawrence River. Released. Captain Paynter was dismissed by the owners because he had been charged with defrauding government.

Chartered by Canadian Government during the Patriot War and armed with several cannons, the *Cobourg* patrolled the Lake Ontario & St. Lawrence River shore. Her masters were Lt. Harper, R.N. (1837-38), Captain Herchmer (1840) and Lieut. Elmsley, R.N. (1841).

In October 1837, the steamer *Cobourg* went aground during a gale on Ferris Point, 8 miles from Kingston, Ont., Lake Ontario. Released.

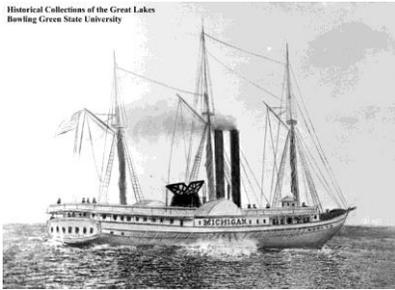
The steamer *Cobourg* acted as an armed steamer at the Battle of Windmill Point. The battle was fought in November 1838 in the aftermath of the Upper Canada Rebellion. Loyalist forces of the Upper Canadian government defeated an invasion attempt by Hunter Patriot insurgents based in the United States.

In the fall of 1840, while caught in a gale on Lake Ontario. *Cobourg* was in peril and lost some of her cargo of barrels of flour, before reaching safe haven.

On the first day of February 1841, the steamer *Cobourg* was sold at auction. She underwent repairs and improvements were made in her boilers which improved her speed. On her first trip, after improvements, the *Cobourg* arrived at Kingston from Cobourg, Ont with a raft of ships mast of the largest dimensions in tow, to supply the contract for masts for the Royal French Navy.

In September 1841, the steamer *Cobourg* was listed in the St. Catharines Journal as participating in a fare war with the steamer *St. George*, on the route between Kingston and Toronto.

The fall of 1844, the city of Kingston and Lake Ontario were visited by a gale of hurricane force that drove the lake water two feet higher than previous records. The steamer *Cobourg* was taken from her moorings at Niagara, Ont. and moved to the opposite shore where she lay badly damaged. The *Cobourg* was listed as registration closed in 1846 and endorsed "retired".



**Michigan:** Built by Oliver Newberry, Detroit, MI with master carpenter Fairbanks Church for the Lake Michigan Steamboat Co., James Abbot, President. The wooden sidewheel steamer *Michigan* was enrolled at Detroit, September 30, 1833. Her measures were: length: 145', width: 29', height: 11.16' with tonnage (Old Style): 472 73/95. Her engines were two, vertical beam, low steam pressure, 40" bore x 87" stroke, 80 horsepower, built by Detroit Iron Co., Detroit, MI. Each engine drove a 28-foot wheel. The vessel was extremely cranky to handle due to the peculiar arrangement of her machinery. In rough weather, she would roll leaving one wheel out of the water and the other was half buried in the sea. The *Michigan* was built for the passenger, package freight trade

The sidewheel steamer *Michigan* made a 13 day, two-thousand-mile excursion from Detroit to Mackinac, Green Bay and other Lake Michigan ports in 1834.

In the fall of 1835, the steamer *Michigan* went aground during a gale near the mouth of the Detroit River. Released. Later that fall, the *Michigan* collided with the schooner *Independence*, laden with stone, and sank her off the Black River, Lorain, OH, Lake Erie. No lives lost.

For the 1836 season her master was Captain Allen.

In the fall of 1840, the steamer *Michigan* went aground near Buffalo, NY during a gale on Lake Erie. Released.

The steamer *Michigan* was laid up after the new *Michigan* was launched in 1847. She was broken up at Detroit, MI during the winter 1853-1854.

**George Washington:** A wooden sidewheel steamer, was built by Aaron Root, Huron, OH in

1833. She was owned by Huron Shipbuilding Co., Huron, OH and enrolled at Portland, Ohio, September 1833 with measures: length-180', width-29', and tonnage (Old Style) of 605. Her steam engine was low pressure, 2 cylinders, 100 horsepower, built at Pittsburgh, PA and she had been built for the passenger, package freight trade. Her first master was Captain Augustus Waller.

In October 1833, the steamer *George Washington*, on her first trip, broke her steam pipe in heavy weather, lost propulsion and drifted with the wind onto Long Point, Ont, Lake Erie and became stranded and a total wreck. No known lives lost.

**Brockville:** Shea & Merritt, Brockville, Ont. in 1833 built a wooden sidewheel steamer for C. Jones, Brockville. Her measures were: length-145.00', width- 22.50', height- 8.00 with tonnage of 177.05-unit tons. Her engine is unknown except that there were 2 at 40 horsepower each and built by William Avery, Syracuse, NY. She was built for the passenger trade and ran Brockville, Ont to the Long Sault (Dickson's Landing), later Prescott – Bay of Quinte. Her master in 1834 was Captain L. Hilliard.

In 1834, the steamer *Brockville* ran between the head of Long Sault (12 miles from Cornwall, Ont.) and Kingston until the roads were well settled for the comfort and accommodations of travelers. In April of that year, the steamer *Brockville* had problems with a water pipe, flooding the ship before it was discovered. Repaired. The following July the *Brockville* broke her shaft. Repaired.

Moored at Bath, Ont, November 1835, the sidewheel steamer *Brockville* was driven from her moorings during a south-west gale that carried away both her smoke-stacks damaging her bulwarks. The captain rode out the gale using her engines.

Her master for the 1836-37 seasons was Captain Calder.

During winter layup of 1838, the steamer *Brockville* received major repairs at the Marine Rail-Way Co., Kingston, Ont.

For the 1838 season, Captain George Brush was master of the steamer *Brockville*. During that year the steamer *Brockville* was

struck by the sidewheel steamer *William IV* when the latter, passing on the port side, changed course and drove her bowsprit into the wheel house of the *Brockville*. In November, she went aground at the foot of Grenadier Island. Released.

Her masters of the steamer *Brockville* for the next four years were Captain Lawless (1840), Captain Maxwell (1841-43) and Captain Bonter (1843). In June of 1841, the steamer *Brockville*, upward bound from Dickenson's Landing for Prescott experienced a derangement of her machinery. Repaired.

In 1842, the Royal Mail steamers *Brockville* and *Henry Gildersleeve* ran the River St. Lawrence, between Kingston and Dickenson's Landing.

In October 1843, down bound, the sidewheel steamer *Brockville* had her starboard paddle box carried away in high winds. Repaired.

Ownership of the steamer *Brockville* was changed to Thomas Davis, Kingston, Ont. in 1848. He had her engine removed and converted to a three-masted schooner and renamed *Portsmouth*. She was expected to carry 3500 barrels of flour.

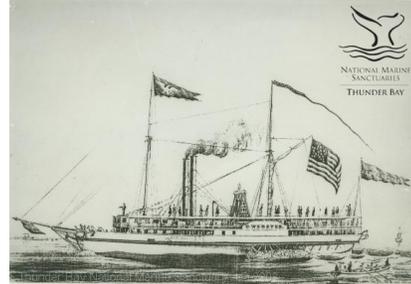
In 1856, the schooner *Portsmouth* was reported "out of service".

**Oliver Newberry:** Fairbanks Church, master carpenter, built a wooden sidewheel steamer for the Detroit, St. Clair River Steamboat Co., Detroit, MI. She was built for the daily passenger, package freight trade connecting the communities on the Detroit and St. Clair Rivers. She was enrolled at Detroit, MI, November 1833 with measures: length- 120' 8", width: 19' 9", height: 7' 8" and tonnage (Old Style) of 170 12/95. Her engine was Crosshead, 60 horsepower. Builder unknown.

In 1836, ownership of the steamer *Oliver Newberry* was changed to the Detroit & Maumee Steamboat Co, Maumee, OH. On alternate days she left Perrysburg, OH on the Maumee River and stopped at Toledo, Manhattan, Monroe, Brest, Malden and Gibraltar before Detroit.

Her master was Captain S. F. Atwood from 1836 – 1839.

In the April 1839 issue of the Cleveland Daily Herald it was reported the *Oliver Newberry* had run upon a rock in the Maumee River during a storm and sank. Final disposition: unknown.



**Daniel Webster:** a wooden sidewheel steamer was built by James Carrick, Black Rock, NY in 1833. Her first enrollment was issued at Buffalo, NY, November 2, 1833 with measures length- 148' 3", width- 24', height: 10' with tonnage (Old Style) of 338.12. Her original owners were: William F.P. Taylor, Hiram Pratt, Horatio Stephens all from Buffalo, NY; James P. Allaire, John Dows, Ira B. Cary and Pomeroy & Bull all from New York, NY. She had a Crosshead steam engine, low pressure, 120 horse power, built by James P. Allaire, NY. The *Daniel Webster* was built for the passenger, package freight trade.

Her first master was Captain Morris Tyler and served 1833-34, 1836.

In 1835 Winter, layup, while lying at the Pratt & Taylor wharf, Buffalo, NY, she caught fire and burned to the water's edge. Rebuilt. Loss to hull \$8,000.

Ownership of the steamer *Daniel Webster* was transferred to William F.P. Taylor, Hiram Pratt, from Buffalo, NY; James P. Allaire, John Dows, Ira B. Cary and Pomeroy & Bull all from New York, NY. Her enrollment measures were changed to 148' 3" x 24' x 11' 2"; 358 10/95 grt in April 1836.

In October of 1836, the steamer *Daniel Webster* and the steamer *Columbus* collided off Fairport, OH, Lake Erie. Both vessels received some damage.

In March 1838, ownership of the steamer *Daniel Webster* was transferred to John R. Lee, Buffalo, NY; John Dows, Ira B. Cary and Pomeroy & Bull, Richard S. Williams & Co all from New York, NY; and William Brewster, Detroit, MI. Master of the *Daniel Webster* was Captain Duffield for the 1838 season. In July of

that year the *Daniel Webster* broke her shaft off Cleveland, OH, Lake Erie. Repaired. In October of 1838, ownership of the steamer *Daniel Webster* was transferred to John R. Lee, Buffalo, NY; John Dows, John R. Cary and Pomeroy & Bull, M. T. Richards, S. Williams & Co all from New York, NY; and William Brewster, Detroit, MI.

The steamer *Daniel Webster* was chartered to the Canadian government during Patriot War and assigned to patrol Lake Erie from 1838-40.

While on patrol in 1838, the steamer *Daniel Webster* and the steamer *Erie* collided in the Detroit River, off Malden, MI. Damage slight.

In June 1841, after the charter had ended, ownership of the steamer *Daniel Webster* was transferred to Andrew T. McReynolds, Detroit, MI; John Dows, John R. Cary and Pomeroy & Bull, M. T. Richards, S. Williams & Co all from New York, NY.

For the 1841 season, the master of the *Daniel Webster* was Captain William F. P. Taylor Her last enrollment was issued at Detroit, MI in June 1841 and never surrendered. The steamer *Daniel Webster* was presumed "abandoned".

**Oswego:** A wooden sidewheel steamer, built by William Young, Oswego, NY in 1833. Her original owners were G. W. Bruen & Henry Fitzhugh, Oswego, NY. Her first enrollment was issued at Oswego, NY, in 1834 with measures: length: 143', width: 20' 5", height: 7' 8" and tonnage (Old Style): 215. Her engines were two low pressure, 50 horsepower, built by William Avery. She was built for the passenger, package freight trade and run Lake Ontario and Saint Lawrence River between Ogdensburg and Niagara.

Her masters were Captain Massey (1834), Captain Sherman (1834), Captain J. T. Homans (1835) and Captain W. S. Malcolm (1836).

On her second trip in 1834, the steamer *Oswego* ran ashore four miles west of the port of Oswego, NY during a gale. Released with little damage.

In 1836, the steamer *Oswego* was readmeasured and tonnage changed to 286 tons (Old Style).

In 1839, the steamer *Oswego* was dismantled and converted into a sailing vessel. Her machinery went into the steamer *Saint*

*Lawrence*. The *Oswego* was lost off South Bay Point, Lake Ontario in 1846.

### **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:

$Tonnage = ((length - (beam \times 3/5)) \times Beam \times Beam/2)/94$   
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 **Ship Inventory:** Will include the names of wooden steamers that will not be identified in the manuscript. The research project that the information was gathered for included all wooden steamers built on the Great Lakes of St. Lawrence and operated on the Great Lakes with a gross tonnage at or over 100 tons.

**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

(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**

**64<sup>th</sup> "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**

**43<sup>rd</sup> 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**

**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, Kaish 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](http://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**

**IPMS Columbus**

**46th Anniversary BLIZZCON**

Arts Impact Middle School  
680 Jack Gibbs Blvd. Columbus 43215

**Saturday, February 15, 2020**

**Miami Valley Woodcarving Show**

Christ United Methodist Church

700 Marshall Rd., Middletown, Ohio 45044

**March 7 & 8, 2020**

**Editor: Bill Nyberg**

President and editor

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