

© 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

November 2018

**Next Meeting: December 15, 2018**  
**"Submarines" – Mike Runkle**

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## November 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. It is a continued answer to prayer.



We had a good turn out and lively discussion. Loren Black had his model of the *Essex* which was the center of discussion as these pictures were taken.

## Membership Changes

Mike Knapp has moved to Lancaster, Ohio. His new address is 370 Short Street, ZIP 43130. We have a new member in Jack Bower who is also from Lancaster. His address is 1276 Coonpath Road NW, ZIP 43130. Welcome Jack.

Come late December or January we will lose our long-time member, Mike Runkle. Mike will be moving to Monroeville, Ind. to be closer to family.

Plan to attend the December 15<sup>th</sup> meeting for Mikes presentation on "Submarines" and to say goodbye.

**Club Officer Election - 2019**

At the November meeting we elected the following as club officers for 2019.

Bill Nyberg – President (for life)

Alan Phelps – Vice President

Lee Kimmins – Treasurer

Alan Phelps – Club Photographer

We still need 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 the Ropewalk

Please contact me if you are willing help.

**Membership Dues.**

It is that time of year again - 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."

"Associate membership is designated for those members who cannot regularly attend meetings due to distance or other reasons. Associate members shall not have the right to vote or hold office. An associate member can attend all club activities when they are available and will receive our monthly newsletter."

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.

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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 is indicated):

MO.	Topic	Presentation	
Jan	Plans & Tools	Yes	Nyberg
Feb	Hull: Solid, POB, POF	No	
Mar	Planking	Yes	
Apr	Spiling	Yes	
May	Deck & Bulwarks	Yes	
Jun	Furniture, Fixtures, Guns	Partial	
Jul	Masts	Yes	
Aug	Yards, booms, & Gaffs	Yes	
Sep	Standing Rigging	Yes	
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.

**Ohio State Fair**

I have received the forms and notices with dates for the 2019 Ohio State Fair. The Fair is scheduled for Wednesday, July 24<sup>th</sup> through

Sunday, August 4<sup>th</sup>. The miniature shipbuilding class is 4206-8.

Sponsorship – The Shipwrights of Central Ohio will again sponsor the "Miniature Shipbuilding" competition. This is our third year to sponsor the competition. We will be expanding our outreach for contestants to the IPMS clubs in Ohio. Our \$250 sponsorship will be applied to the awards in the two classes: Wood ship models & Plastic ship model. Forms & money are due to Ohio Expo by Feb. 01, 2019.

Judges – We will be providing our own judges. Last year the judges were Loren Black, Bob Mains & Alan Phelps. We will need a minimum of three or more. If you plan to be a judge, you cannot have an entry in the competition. Judges forms are due by March 31, 2019.

Featured Artist: We will again staff tables in the Cardinal Hall as part of the Creative Arts demonstration of Miniature Shipbuilding. Between 3,000 to 5,000 people tour through the Creative Arts displays on the two Fridays of the fair. This is our chance to acquaint people with ship modeling. We will need volunteers to man the tables on the two shifts each Friday. We will be asking for space, working tables and power, if required, for Friday, July 26 & Aug 5, from 9am to 5 pm. Registration form is due by Feb. 1, 2019.

Youth Model Workshop: We will need to provide a rough plan on how we will hold the ship building workshop for 8-10-year old's by Feb. 01, 2019.

**Youth Model Workshop**



At the meeting we were shown three possible models that a youth could build in the 2 hours or less of our workshop. The team

working on this project are: Jerry Amato, Darrell Markijohn & Jeff Northup. The three options so far under consideration are:



Top left is a Lowes "Pine Wood" small kit that can be put together using nails. The one on the right is a tug boat that would require sanding and gluing together. The one on the bottom is a sail boat.

The team is also looking at the supplier "Worthy Small Ships" and trying to reach "Bearco Marine" an Ohio company (photo below)



They plan to provide an update at the December meeting on what they have found, or that can be fabricated before hand so that the project is an assembly and paint with a finished take away model within the two hours or less window we have during the fair.

**Presentation**

**NRG Conference 2018**

I shared my experience attending the NRG Conference held in Las Vegas, October 25-27. I combined the conference with visiting family who live in LV.

Thursday was spent touring the Hoover Dam and a boat tour of Lake Mead. Before you ask – there is no one buried in Hoover Dam. The

dam was built in interlocking blocks. Each block was five feet high. The smallest blocks were about 25 feet by 25 feet square, and the largest blocks were about 25 feet by 60 feet. Concrete was delivered to each block in buckets, eight cubic yards at a time. After each bucket was delivered, five or six men called "puddlers" would stamp and vibrate the concrete into place, packing it down to ensure there were no air pockets in it. Each time a bucket was emptied, the level of concrete would raise from two inches up to six inches, depending on the size of the block. With only a slight increase in the level at any one time, and the presence of several men watching the placement, it would have been virtually impossible for anyone to be buried in the concrete.

The "official" number of fatalities involved in building Hoover Dam is 96. These were men who died at the dam site (classified as "industrial fatalities") from such causes as drowning, blasting, falling rocks or slides, falls from the canyon walls, being struck by heavy equipment, truck accidents, etc. The first was J.G. Tierney – drowned 1921 while surveying the canyon, the last was P.W. Tierney in 1935 who fell off an intake tower and drowned. That is father and son.

Friday was workshops and round table discussions. The three most interesting to me, were:

- Nic Dumack – on making sails using silkspan I will try to include this in a future issue of "Ropewalk"
- Pam West – using a Sherlene Lathe – more later
- Tony Devroude - Carving figures - focus on how people walk & stand

Saturday was a series of presentations an outline of each follows:

- Tony repeated much that he covered in Fridays roundtable
- Al Ross, Bluejacket – focus: scratch building with replication in mind

- Demographic audience: white males over 55, with an interest in sailing models
- Steps: research & drawings
- Determine scale
- Carve out hull, decks & bulwarks
- Id all parts required – hull & rigging
- Draw out deck layout
- ID framing 2 dimensional – make patterns
- Chris Dostal – Naval Architect, Texas A & M
  - Talk on two ships found during excavations in Alexandria, VA – one 1773, other 1730-40
  - Use of 3D imaging
  - PHD dissertation - <https://oaktrust.library.tamu.edu/handle/1969.1/161480>
- Justin Parkoff – PhD – Marine archeology
  - Talk on Eastern river steamboats "walking-Beam" engines – excellent
  - <https://www.houstoniamag.com/articles/2014/9/30/civil-war-ship-uss-westfield-galveston-bay-october-2014>
- Doug Tolbert – PhD Botany
  - Researching HMS Buckingham
  - Article in last NRJ (free)

All the presentations were interesting. The fault I had was that there were no handouts. I think it would have been helpful to have a handout with an outline of the talk to make note on. Trying to decipher my scribbling two weeks later is almost impossible.

Pam West demo of using a Sherline lathe to do wood turning got me thinking. I have a metal and a wood lathe. I have decided that the wood lathe is redundant and making it and it's parts available for sale. It is a Delta Shopmaster Midi lathe. I bought it from Jim

Krouse and new would be about \$700. It is for sale at \$150 or best offer.

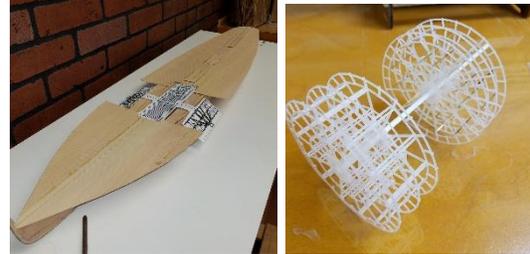


Jack also shared that he learned his ratline fundamentals by watching an 8-minute YouTube presentation. Here is the link:

<https://www.youtube.com/watch?v=yMmGFWJhi8E>

### **Mary Powell**

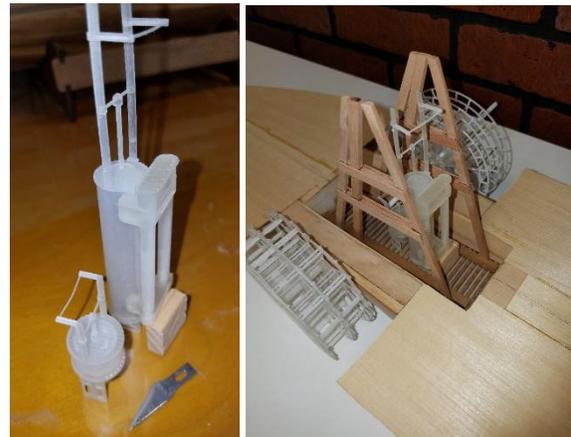
Lee Kimmins shared his progress building the sidewheel steamer *Mary Powell*. Here are some views of the hull and his progress on fabrication the wheels and engine.



### **Wood Finishing**



Mike Runkle presented on how to finish wood. This is based on both his experience building ship models and also on building and finishing furniture. The discussion was lively and I think most of the members learned something new that they can use in their modeling.



### **Ships on Deck:**

#### **Cutty Sark**

Jack Bowers shared his progress building a model of the clipper ship *Cutty Sark*.



#### **Ulises**

Alan Phelps shared his progress building the radio-controlled tug *Ulises*.



### **Mayflower**

Stan Ross has started an old Marine Model kit of the *Mayflower*. He is ready to stain the decks.



### **Dos Amigos**

Brian Reynolds brought in a shipping case that contained a model of the American built ship *Dos Amigos*. Built at Portsmouth, VA in 1830, she was 83 feet in length and 172 tons. A brigantine, she was designed like the swift "Baltimore Clipper" schooners, for use in the slave trade.



The case, recovered from a basement, was well made and appeared to be used for transporting. The mystery is – when was it built and by who?



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The model is dusty and it appears that it was, in the past, packed with foam rubber. Checking on the web, I found that the Smithsonian has the ship model *Dos Amigos*, Catalog # 2005.0279.091 in storage and that it had been gifted by CIGNA Museum and Art Collection.

*Dos Amigos* was captured by the British. Renamed the *Fair Rosamond* she was placed in dry dock and had her lines taken off. She was sold out of the British Navy in 1845.

Howard Chapelle in "The Search for Speed Under Sail. 1700-1855" mention both *Dos Amigos* and *Fair Rosamond*. In his book "the History of the American Sailing Ships" on plate VI are the line drawings of the *Dos Amigos*.

I also found that Marine Model Co. carried a kit in the 50's of "The Slaver" based upon the *Dos Amigos*. If built in the 1950's, this could be from Marine Model Co.

### **Odds and Ends**

#### **Assoc. of Great Lakes Maritime History**

#### **Massachusetts Maritime and Mossing Museum**

We know that New England is dotted with maritime museums, owing to the region's rich seafaring past, and dotted with nods to the coast's Irish history. But until now there has never been a facility with an entire exhibit dedicated to the Irish mossing industry. It is in the small coastal town of Scituate (Atlantic coast, south of Boston, north of Plymouth) long a hub for harvesting Irish Moss. This North Atlantic seaweed is used in products as varied as toothpaste, ice cream, beer and medicines. Scituate locals have harvested the red plant for about a century, losing the market in the late 1990s to foreign producers.



The museum also has exhibits dedicated to the local shipbuilding industry, as well as the many local shipwrecks. Described as "quirky and well put together," the museum is open on Sundays from 1:00 p.m. to 3:00 p.m.

(November 2018 Newsletter for the AGLMH)

### Tug "Ohio"



#### From Working Tug to Museum Ship. Come Along for the Journey.

The National Museum of the Great Lakes welcomes its newest addition, the Tug *Ohio*, generously donated by Great Lakes Towing Company. The transformation of the Tug *Ohio* from a working tug to a museum ship will take a lot of work and a lot of money.

They are inviting their members and friends to see the tug prior to restoration. They will learn about its history and get a "hard hat tour" of the vessel. Anyone who participates in the Tug *Ohio*: "Before and After Experience" will be invited back next spring to see the restored vessel and attend the rechristening.

Tickets are FREE for Members and \$15 for non-members. Museum admission is included. Tours will take place every 45 minutes, beginning at 9:30am on Friday, November 30 and Saturday, December 1; and 11:00am on Sunday, December 2. You must register for a time slot.

**Children under 12 years of age will not be permitted. There are sloping decks, steep stairs and tight quarters. For your safety, please wear sensible shoes and clothing. You may get dirty.**

Register at:

<http://www.inlandseas.org/event/the-tug-ohio-before-and-after-experience>

### Nautical Terms

**Daggerboard:** A type of light centerboard that is lifted vertically; often in pairs, with the leeward one lowered when beating.

**Dandy:** A rig with a small mizzen abaft the steering post. British usage: a small after-sail on a yawl.

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**Davit:** A spar formerly used on board ships as a crane to hoist flukes of the anchor to the top of the bow, without injuring the sides of the ship. A crane, often working in pairs, to lower things over the side of a ship, including launching a lifeboat over the side of the ship.

**Deadeye:** A wooden block with three holes (no pulleys) which is spliced to a shroud. Used to adjust the tension in the standing rigging. Performs the same job as a turnbuckle.

**Deadrise:** The design angle of the hull at the keel relative to horizontal when viewing a cross section, or the distance of rise from the keel to a defined point on the hull.

**Deadwood:** A wooden part (vertical timbers or planking) of the centerline structure of a boat, usually between the sternpost and amidships. It is used to "fill the spaces where, owing to the shape of the vessel, the floor-timbers have to be discontinued.

**Decks:** The surface forming the approximately horizontal surfaces in the ships general structure. Decks are a structural part of the ship.

**Devil Seam:** The seam between the waterway and the stanchions which would be difficult to get at, requiring a cranked caulking iron, and a restricted swing of the caulking mallet.

Glossary of Nautical Terms Wikipedia;

### BlueJacket Ship Crafters

#### 2019 Rigging Class

May 20<sup>th</sup> through May 24<sup>th</sup> (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:



You can see shrouds, backstays, bobstays, gammoning, vang, topping lift, ratlines, hearts, throat halyard, peak halyard, sheet tackle on a traveler, lifts, braces, forestays, etc.

Obviously, we don't waste a lot of time to make the model look pretty! We want to concentrate on the rigging. At the end of the class, BlueJacket will ship your model and materials to your home, again all part of the tuition cost.

**Monday** will include a pizza party for lunch and a behind the scenes tour of the BlueJacket facility. In addition, all students will receive a 10% discount on anything they buy during that week. Kits, tools, books, gift items, you name it!

Hours of 9-3 are flexible, we have the hotel conference room available 24 hours a day for the week. If you bring a family member, the 3:00 PM cutoff lets you do some sightseeing around the area. But if you need to catch up a bit, the room is yours!

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. There is a pool and Jacuzzi, exercise room, a decent breakfast bar, and all rooms have an excellent view of Penobscot Bay. If you are the camping type, Searsport Shores is also nearby.

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 November 19, 2018

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 the course of our hobby, we use lots of very sharp things. As a safety measure and to be kind to the people who handle refuse, PLEASE put used "sharp things" in a container and wait for your area's sharp/dangerous recycling day. Most towns have at least one day a year for this. Personally, I use an empty spice jar. There's probably 150 used #11 blades in there and also some broken tiny drill bits.



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

#### "P.F. Martin"

The photograph below shows the narrowness of the big coal tugs in relation to their length. When most of them were built around the turn of the century-the average tugboat didn't have much power. A tug with a 1000-horsepower engine was considered very powerful. This was a function of engine technology, since powerful steam engines had to be big, which made them impossible to fit and run economically in the tugboats. As a result, tugs were designed for long coastal passages were built narrow and deep to cut down on resistance through the water and to keep the propeller in the water.



Built in 1903 at Philadelphia, for Martin Transportation Co., 157'x30'x16.5', she was exceedingly ugly when viewed in profile. Originally fitted with two stacks, but the forward one was removed when one of her boilers were removed. She sank off Cape Hatteras with all hands in 1942.

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

### **Wooden Steamers**

From 2006 through 2014, I worked on a research project for the "Great Lakes Historical Society" identifying all the wooden steamers, at or over 100 GRT, built on the Great Lakes or Saint Lawrence River that operated on the Great Lakes. My research included identifying the ships, their history and the masters and chief engineers that operated them. After 4,963 hours, the completed database was given to the Society. Since I never signed a document that said that I could not use the information for my own use and the Society has yet to publish the work, I have decided to share, with you, the rich history in ship building that lies less than 150 miles north of this capital city.

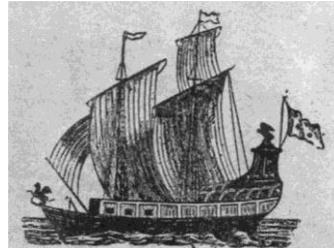
The work documented 1,253 American built ships and 368 Canadian built, but it turned out that it was not only about ships but also about change. The 19<sup>th</sup> Century was a time of growth and change; change in emigration, commerce and technology.

Emigration – the western movement of families claiming their 120 acres for serving in the war of Independence and the European migration in the 1800's and early 1900's. The roads were poor, making travel risky and time consuming. The waterways were risky also but

travel was faster. So both travel and commerce used the waterway of the Great Lakes to reach the western farm lands and forests of the north.

To make travel more efficient during the 1800's and early 1900's - the Erie Canal was built 1817-25; Rideau Canal connecting Ottawa with Kingston 1825-32; Trent-Severn Waterway started 1833 to connect Kingston with Georgian Bay; Welland Canal to bypass Niagara Falls built 1833, enlarged in 1848 and again in 1887; Sault Ste. Marie Canal to connect to Lake Superior in 1855; the ship canal to bypass rapids on the St. Lawrence River 1871 and the seaway in 1959; plus the dredging of the ship channel through the Detroit River and the St. Clair River.

Technology changed slower in the beginning starting with the first sailing vessel built by white men to sail the lakes. The *Griffon* built by La Salle on Cayuga Creek, near now Buffalo, NY, and launched July 1679. Believed to have foundered on her return trip from Lake Michigan loaded with furs.



It was not until the 1800's that technology changed on the lakes. It started with Perry's "Battle off Put-In-Bay on Lake Erie and the defeat of the British, September 10, 1813. That opened the land around the Great Lakes.

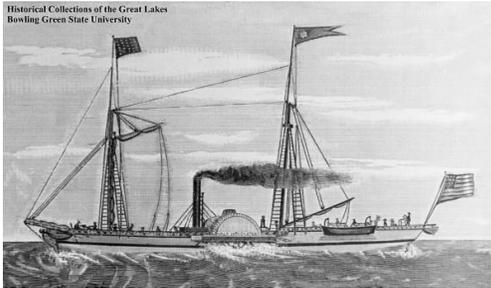
Robert Fulton is credited with building the first commercial steam power boat in 1807. The first Canadian wooden steamer was the *Frontenac*, a sidewheel steamer, built in 1816 and the first American sidewheel steamer was the *Ontario*, built at Sackets Harbor, NY in 1817. The last American steamer was the *M.H. Stuart*, a steam barge built at Sturgeon Bay, WI in 1921. The last Canadian wooden steamer

was the *Algonquin*, a propeller built at Huntsville, Ont. in 1928.

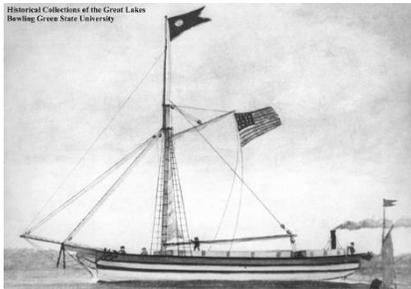
The first "iron" hulled ship was the *USS Michigan*. Built by Stackhouse & Tomlinson, Erie, PA in 1844 for the U.S. Navy. There were 88 "iron" hulled ship built on the Great Lakes with the last one scrapped in 1955.

The first propeller, steam powered, was the *Indiana*. Built by Burton & Goodsell, Vermilion, Ohio in 1848. The first composite hull (frame – iron, hull exterior – wood, was the *Bristol* built by William Sanders, Brockville, Ont. in 1862. The first steel ship built on the Great Lakes was *J.H. Devereaux*, by Globe Iron Works, Cleveland, Ohio in 1885.

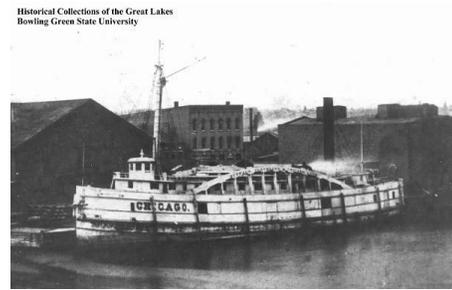
Interesting ships where plans may be available:



*Walk-In-The-Water*: Built in 1817 at Black Rock (Buffalo), NY. Stranded during a gale on Lake Erie in 1821.



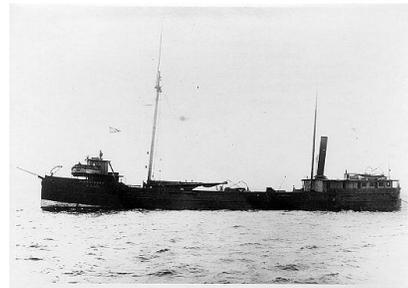
*Vandalia*: built at Oswego, NY, propeller, in 1841. Ran package freight. Sank in a collision in 1859.



*Chicago*, built by Bidwell & Banta at Buffalo, NY in 1855. She ran in the passenger, package freight trade. The archs were installed to prevent "hogging".



*Kingston*, sidewheel steamer with composite hull. Fabricated on the River Clyde, Scotland and shipped in pieces to Montreal, Que. and assembled. She had a vertical beam engine with 45" bore and 120" stroke. She is shown running the rapids on the St. Lawrence River.

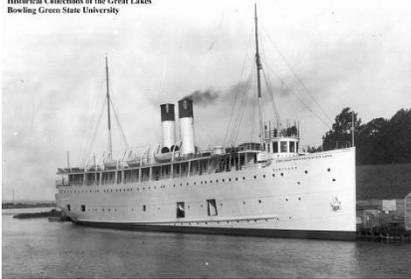


*R.J. Hackett*, built by Elihu M. Peck, in 1870 for the bulk freight trade, at Cleveland, Ohio. To provide greater bulk storage, Peck moved the pilot house forward and the power plant aft, forming the now familiar silhouette found on today's bulk carriers on the Great Lakes.

Not all is positive about the history of shipping on the Great Lakes. There are approximately 6,000 ship wrecks on the Great Lakes which have taken upwards to 30,000 lives. The worst loss was the *Eastland*, a

excursion vessel which rolled over in the Chicago River, taking 813 lives, in 1915. The *Titanic*, sinking in the Atlantic Ocean in 1912 took 1,517 lives.

Historical Collections of the Great Lakes  
Bowling Green State University

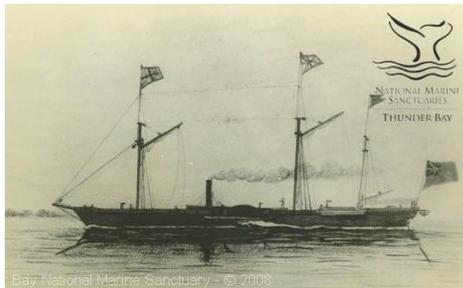


The *Eastland* was used by the Illinois Naval reserve as a training ship from 1917 -1946.

As a ship modeler, the wealth of kits or plans for Great Lakes ships is almost non-existent. A.J. Fisher, Newburyport, MA has some kits and plans. Bearco Marine, Madison, Ohio also has both plastic, resin and wood Great Lakes models.

The best source of plans can be found at Bowling Green State University. They have microfilmed all the ships of American Ship Building Company and Predecessors built from 1867 - 1920.

To provide you with a sample of what you will see here in the future, here is my record of the first steam driven ship built on the Great Lakes.



*Frontenac*, wooden sidewheel steamer, built by Teabout & Chapman, H. Gildersleeve at Finkle's Point, Ernestown, Ontario in 1816. Her measure: 150' x 32' x 12' at 700-unit tons.

Her original owner was a committee of management, consisting of John Cumming, Henry Murney, John Kirby, Lawrence Herchmer, and Peter Smith. George H. Markland was

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secretary and William Mitchell was treasurer. All had been involved in the first attempt to form a bank at Kingston, Ont.

She was powered by a side-lever, 50 nominal horse power engine, built by Boulton & Watt, London, England. Underpowered, she occasionally took nine days to run Kingston to Toronto. She was built for the passenger, package freight trade on Lake Ontario.

Master of the sidewheel steamer *Frontenac* was Captain James McKenzie (1817-25) with John Leys (1817-?) as engineer. The *Frontenac* made her maiden trip between Kingston and Toronto, Ont., Lake Ontario June 05, 1817. Bound from Kingston to Prescott, Ont. she struck a rock shoal in the Saint Lawrence River August 19, 1817. Released.

On August 31, 1821, the *Frontenac*, after a stormy passage of 43 hours from Niagara, Ont., in fog, struck the ground off Point Frederick as she was entering Kingston harbor. She was released the next day. On June 22, 1822 the steamer *Frontenac* struck the larboard side of the schooner *Lady Maitland*, who was laden with barrels of flour. The schooner sank to her gunnels and was towed into Kingston, Ont. harbor by the *Frontenac*. No lives lost.

Ownership of the sidewheel steamer was changed to John Hamilton, Esq. on January 10, 1825. In August 1825, she transported 2,000 Irish emigrants from Kingston to Cobourg, Ont. on their way to their new farmlands.

Her owner, in 1826, John Hamilton, prepared to build a boat to take the place of the sidewheel steamer *Frontenac*, which was considered "too old to run another season". The steamer was placed up for auction at Kingston, Ont. July 02, 1827. No sale was made. While lying at her dock waiting dismantling in August 1827, she caught fire and drifted out into the lake. She was picked up by the steamer *Niagara* and towed back into port where the fire was extinguished. The *Frontenac* was damaged beyond repair.

(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:**

**2018**

11/17 – Wood Finishing

12/15 – Submarines

**2019**

**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**

**Lakeside Antique & Classic Wooden Boat**

Lakeside Hotel, Lakeside, OH

**July 20-21, 2019**

**Ohio State Fair**

**Miniature Ship Building Competition**

**July 12 – 15, 2019**

November 19, 2018

**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](http://www.daytoncarvers.com)

**Oct. 12-13, 2019**

**NRG Conference**

Toledo?

**Oct. 24 - 26, 2018**

**Editor: Bill Nyberg**

President and editor

Shipwrights of Central Ohio

[Shipwright@wowway.com](mailto:Shipwright@wowway.com)

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