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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

August 2019

Next Meeting: September 21, 2019
"Standing Rigging" – Jerry Amato

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August Meeting

August meeting started with Don Good spreading out a number of books he was either giving away to other shipwrights or contributing to the Friends of the Library book donations. Attendance was light but it was August and we had moved the meeting to the 4th Saturday of the month due to no room at the library the weekend before.



Alan Phelps is still recovering from foot surgery. We wish him a speedy recovery.

Business

Ohio State Fair – 2019

4th Annual Model Shipbuilding Competition



Bob Mains earned a first place for his wooden model *Swift* and a second place for his plastic model of a Viking ship with crew.

Featured Artist

This year the Kasich Hall averaged 4,000 visitors on the two Fridays of the Fair while we were in attendance. Many of them passed our table and some stopped to view and talk about what we were doing.



A very big thank you for our members who participated this year: Jerry Amato, Loren Black, Lee Kimmins, Mike Knapp and Bob Mains. Pictures of their models are in the "Ships at the Fair" section of this newsletter.

Ohio State Fair - 2020

At our meeting we discussed our future involvement with the Ohio State Fair. First a little background.

Featured Artist

Our objective when we first got involved with the Ohio State Fair was to introduce ship modeling to a wider audience. Our first "Featured Artist" demonstration of ship modeling was on the first Friday of the fair in 2011. We expanded to both Fridays of the fair and have been part of the Creative Arts program every year since then. Original staffing for the 8-hours were three members of the club work the 4-hour shift in the morning and the same in the afternoon.

We have recognized that it is harder to recruit members to work at the fair, the visitors to the Creative Arts building have dropped off, and what has been a free donation to the fair will cost the club a \$100 registration fee if we do not hold a competition.

Ship Building Competition

We held our first ship modeling competition in 2014. We had multiple sponsors including BlueJacket, The Lumbyard, and Model Expo. We were restricted that entrants had to be a residence of the State of Ohio so we reached out those ship modelers and ship modeling clubs we found through the Ohio subscribers to "Ships in Scale" and the NRG. That provided a possible ship model entrant over 75. We received one entry.

In 2016, the Creative Arts Director for the Ohio State Fair and the president of the Columbus Miniature Society ask us to consider again running a ship building competition as part of the Miniature Society. Our commitment was for three years and then evaluate if we should continue. We used our lists from 2014 and renewed our contacts. 2017 we had one entry; 2018 we expanded our contacts to include the IPMS clubs in Ohio. We received three wooden ship models and three plastic ship models entered. 2019, using the same contacts to announce the competition we had two entry's: one wooden ship model and two plastic models of which one was a no-show. The Shipwrights of Central Ohio were the sponsors for all three years, providing \$600 in prize money over that period.

Youth Model Building Workshop

The Director of Creative Arts for the Fair asked if we would hold a workshop for 8-10-year olds on the Fridays of the fair. We researched and purchased small sailing models and an inflatable, water filled, race track. The Ohio State Fair handled the publicity and registering for this workshop. We canceled the workshop when there were "no sign ups".

2020 Involvement

After some discussion, considering the members attending the meeting and the opinions of those who were not able attend, it was decided to not participate in the 2020 Ohio State Fair. I will contact the Director of Creative Arts of our decision.

Presentation

Yards, Booms & Gaffs

This month's presentation was on carving yards, booms and gaffs from square wood stock. There are three steps:

- 1) Determining the mast dimensions,
- 2) Tapering the mast,
- 3) Forming the mast.

The reference sources for making yards, booms and gaffs are from:

Steels "Elements of Mastmaking, Sailmaking and Rigging" – British Navy & Merchant ships.

Biddlecombe's "The Art of Rigging" – UK merchant ships.

Brady's "The Kedge Anchor" – US Navy
Mondfeld "Historic Ship Models"

Historically, the basic design has not changed for 1,000's of years. From ancient times to the 15th century, yards were small and made from a single cut of wood. Their purpose was to hang sails from and to use to transport cargo from deck to land and reverse. Larger yards were made up of two lengths of wood lashed together.

Over the next 200 years studding sail boom irons were added, battens fitted in the middle of the yard and finally the masts were made from multiple lengths of wood crafted together with the center of the yards of octangle form. Footropes were added to the lower yards in 1640, to topsail yards in 1680 and all remaining yards by 1700. The jackstay was added in 1820

Similar to forming masts, yards, booms & gaffs are divided into sections. The length of the yard is divided into eight equal sections with the middle of the yard, like the partner of a mast, being the thickest. The ratio at each eight, starting at the center is:

Center – 31/31
1st 1/8 - 30/31
2nd 1/8 - 7/8
3rd 1/8 - 7/10
End - 3/7

In the 18th Century the mizzen yard was fixed to the mast using a jaw and named a gaff. Gaffs are divided in ¼ sections with the thickest part where it attaches to the jaw and the ratio at the jaw is 41/41. The gaffs ratio at each ¼ section is 40/41, 11/12, 4/5, 5/9 at the end of the diameter at the jaw.

The boom was added to allow the gaff sail to be deployed. The boom is divided into 1/8 sections with the thickest piece at the center, tapering toward each end. The ratio at each 1/8 mark from center, with center at 41/41, it tapers to 40/41, 11/12, 5/6, and 2/3 at the end and where the boom fits into the jaw.

Another yard adopted in Northern Europe in the 15th century that had evolved from the Mediterranean was the Lateen yard. The Lateen rig is
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a triangular sail set on a long yard mounted at an angle on the mast, and running in a fore-and-aft direction. Dating back to Roman navigation, the lateen became the favorite sail of the Age of Discovery, mainly because it allows a boat to tack "against the wind." The Lateen yard was not symmetrical around its thickest point which is the center of its length. The yard is divided into 1/8's or 1/4's and has the ratios from the center (61/61) then 60/61, 11/12, 5/6 and 2/3. Going in the opposite direction they go 60/61, 11/12, 2/3, and ½.

As in forming masts, the factors shown above are the ratios to the partner dimensions. To do the math.

1. Convert the partner diameter to inches.
2. Divide the scale times the converted diameter
3. Multiple the converted diameter in scale time the factors.

Tapering the Yard, Boom, or Gaff - All are tapered.

- Start with square stock, longer than the needed length
- Mark the Partner or widest point on all four sides.
- Mark the width at each section and then connect the dots
- Plane the correct taper on two opposing sides, rotating from side to side.
- Plane the correct taper on the other two sides
- Scrape or sand smooth.
- If you are forming a yard, leave the center portion octangle

Other Things You Need to Know:

- Square stock must be straight
- Pick stock that will not warp – Straight grain, no knots etc.: i.e. Sticka Spruce, Maple (Hard), Lime Wood.
- Stock needs to be uniform thickness – may require a sanding machine.
- Option: glue together layered pieces, placed in opposite direction to offset tendency to curl/warp.
- Wood Plane
 - Requires a small, sharp plane.
 - Highland Tools offers a series of "Finger Planes"
 - I have a 25mm, Luthiers' Finger Plane by IBEX. They range from 5mm to 90mm all Flat Sole. Also available with concave & convex soles

- Simple Fixture for tapering
 - Two pieces of wood, longer than your mast about a 1" wide by 1/4" thick.
 - Cut an edge on each at 45-degree angle
 - Glue both on to another board so that chamfered edges meet
 - Bottom board can be same length or longer.
 - Same, glue a stop on bottom to prevent slippage when planning
 - Longer, can be clamped to work surface.
 - Cut and glue a square stop at the end you are planning towards.

Ships at the Fair

Jerry Amato – Ropewalk demo – making five-foot line.



Loran Black – Lynx



Mike Knapp - Swift



Lee Kimmins – Mary Powell



Bob Mains - Swift



Bill Nyberg – Skipjack - Display



Ships on Deck:

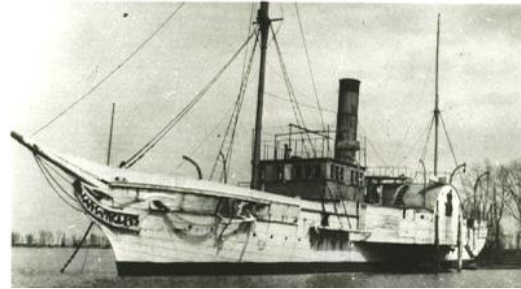
Queen Anne Barge

Mike Dowler



Armed Virginia Sloop, 1768

Bill Nyberg



U.S.S. Michigan

Stan Ross



Stan shared his search for the plans (white sheet of paper in above photo) from the U.S.S. Michigan, the 1st iron warship in the world. Built by Stackhouse & Tomlinson, Pittsburgh, PA and assembled at Erie, PA. She was a sidewheel steamer built for the defense of the Great lakes after the Canadian Rebellion of 1837-40. She served on Lakes Erie, Huron & Michigan through the Civil War. Renamed the U.S.S. Wolverine in 1905 and decommissioned in 1912 when she was turned over to the Pennsylvania Naval Militia for reserve training. In 1923 her port-side connecting rod fractured and the U.S. Navy vetoed repairs. She was beached at Misery Bay, Erie, PA until 1948 when she was scrapped.

Stan has the sheer, body and the half-breadth plans for her hull and plans to reduce them to a scale he can work with and reconstruct her deck plan and rigging. Below is a bow view showing two masts and another of a stern view either showing three masts or two ships lying side by side,

Odds and Ends

Nautical Terms

Magnetic bearing: An absolute bearing (q.v.) using magnetic north.

Magnetic north: The direction towards the North Magnetic Pole. Varies slowly over time.

Main deck: The uppermost continuous deck extending from bow to stern.

Mainbrace: One of the braces attached to the mainmast.

Mainmast (or Main): The tallest mast on a ship.

Mains: The main brails on the mainsail.^[1]

Mainsheet: Sail control line that allows the most obvious effect on mainsail trim. Primarily used to control the angle of the boom, and thereby the mainsail, this control can also increase or decrease downward tension on the boom while sailing upwind, significantly affecting sail shape. For more control over downward tension on the boom, use a boom vang.

Mainstay: The stay running from the top of the mainmast to the bottom of the foremast, or from the top of the foremast to the ship's stem.

Making way: When a vessel is moving under its own power.

Man-of-war or man o' war: a warship from the Age of Sail

Man overboard: An emergency call that alerts the crew (q.v.) that someone aboard (q.v.) has gone overboard (q.v.) and must be rescued.

Man the rails: To station the crew of a naval vessel along the rails and superstructure of the vessel as a method of saluting or rendering honors.

Man the yards: To have all of the crew of a sailing vessel not required on deck to handle the ship go aloft and spread out along the yards. Originally used in harbors to display the whole crew to the harbor authorities and the other ships present to show that the vessel's guns were not manned and hence her intentions were peaceful, *manning the yards* has since become a display used in harbor during celebrations and other special events.

Marconi rig: Archaic term for Bermuda rig. The mainsail is triangular, rigged fore-and-aft with its luff fixed to the mast. The foresail (jib) is a staysail tanked onto the forestay. Refers to the similarity of the tall mast to a radio aerial.

Marine: A soldier trained for service afloat in a (primarily) infantry force that specializes in naval campaigns and subordinated to a navy or a separate naval branch of service rather than to an army. Often capitalized (e.g., "a *Marine*," or "the *Marines*").

Marlinspike: A tool used in ropework for tasks such as unlaying rope for splicing, untying knots, or forming a makeshift handle.

Mast: A vertical pole on a ship which supports sails or rigging. If a wooden, multi-part mast, this term applies specifically to the lowest portion.

Mast case: The iron fitting in which the heel of the mast is mounted.^[1]

Mast stepping: The process of raising the mast.

Masthead: A small platform partway up the mast, just above the height of the mast's main yard. A lookout is stationed here, and men who are working on the main yard will embark from here. See also *crow's nest*.

Master: The captain of a commercial vessel.

Master-at-arms: A non-commissioned officer responsible for discipline on a naval ship. Standing between the officers and the crew, commonly known in the Royal Navy as 'the Buffer'.

Material: Military equipages of all descriptions for the naval services. The bombs, blankets, beans and bulletins of the Navy and Marine Corps. Taken from Nelson's British navy as the US services became professional.

Glossary of Nautical Terms Wikipedia;

Nautical Research Guild

The 2019 NRG Conference will be October 24-26, at the Whaling Museum in New Bedford, MA. Check Model Ship World for additional information.

Midwestern Model Ships & Boat Contest

The 44th Annual Midwestern Model Ships & Boat Contest and Display will be held May 15-17,

2020 at the Wisconsin Maritime Museum, Manitowoc, WI.

WARNING – Pirated Kits:

It is reported that sinister foreign forces are copying kits and instructions, with shoddy workmanship and materials. This is detrimental to legitimate manufacturers who do the research, art and tooling originally, cutting into sales and profit. The warning appears in the latest *NRJ* (Nautical Research Journal), *The Forecastle Report* (Midwest Model Shipwrights) and *Ships Log* (Tampa Bay Ship Model Society). All who have published this list of alleged scammers, as follows:

ZHL	Wooden Kit (Russian)
CN	RealTS
YengFan	CF
Snail Model	Moxing
Shi hai	XinFeng
WN	4H Model
JD Model	Unicom Model
CAF Model	LHQK
YQ (YuanQuing)	SC
Shi Cheng	Master
DU jiao shou	

Other Notes: "Stuff", Tugs & Things

Ghost Fleet

More than 100 abandoned steamships and vessels built as part of America's engagement in World War I will be protected for years to come thanks to the designation of a new national marine sanctuary in Maryland. Mallow's Bay-Potomac River National Marine Sanctuary, about 40 miles south of Washington, D.C., is the first national marine sanctuary designated since 2000.

The state of Maryland nominated the area for sanctuary designation in 2014 to protect and conserve the shipwrecks and cultural heritage resources, to foster education and research partnerships, and to increase opportunities for public access, tourism and economic development. The nomination enjoyed broad community support and strong support from the Maryland congressional delegation.

Mallow's Bay is most renowned for its "Ghost Fleet," the partially submerged remains of more than 100 wooden steamships that were built in response

to threats from World War I-era German U-boats that were sinking ships in the Atlantic. Although the ships never saw action during the war, their construction at more than 40 shipyards in 17 states reflected the massive national wartime effort that drove the expansion and economic development of communities and related maritime service industries. The fleet was brought to the Potomac River to be salvaged for scrap metal by a company in Alexandria, Virginia, not far from the sanctuary site.



In addition to the "Ghost Fleet," the 18 square mile sanctuary is home to Maryland Indian Tribes heritage sites, remains of historical fisheries operations, and Revolutionary and Civil War battlescapes.

NOAA, the state of Maryland, and Charles County will manage the national marine sanctuary jointly. The sanctuary designation will be in effect following 45 days of Congressional session that take place after the action is published in the Federal Register.

The Office of National Marine Sanctuaries serves as the trustee for a network of underwater parks encompassing more than 600,000 square miles of marine and Great Lakes waters from Washington state to the Florida Keys, and from Lake Huron to American Samoa. The network includes a system of 13 national marine sanctuaries and Papahānaumokuākea and Rose Atoll marine national monuments.

(Photo: The historic shipwrecks of Mallows Bay-Potomac River National Marine Sanctuary are also a habitat for birds and other wildlife (National Oceanic and Atmospheric Administration/Matt McIntosh).)

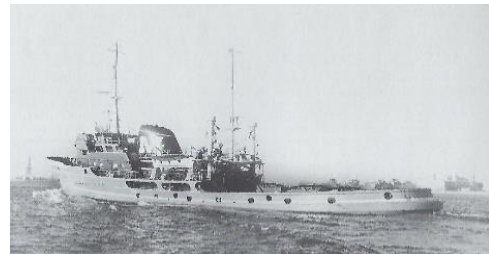
Crow



The *Crow's* long, low profile is typical of the design used on the New York State Barge Canal. Built at Brooklyn, NY in 1938 for Ira S. Bushey. She had measures of: 69.9' x 19.3' x 8.6' and was powered by a single 450-horsepower diesel engine. Of the two stacks only one was used for exhaust, while the other serves as air intake. The two towing lights on the mast indicate she was used exclusively to push or side tow; tugs that towed astern carried three lights. The reduced clearances along the canal required folding lifeboat davits, and given the short distances to shore or sides of the canal, many designers dispensed with the davits. The *Crow's* lifeboat has no davits to lower her.

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

Alice L. Moran



The *Alice L. Moran* was built in 1966 at Kure, Japan, to save costs, as an ocean towing tug for Moran International Towing Co. She had measures of: 211' 2" x 44' 1" x 19' 6" and powered by (2) diesel engines rated at 9600-horsepower. She was registered in Liberia to circumvent certain U.S. tax and labor laws. She carried American officers and foreign crews. Despite lower construction and operating costs, she was not successful and was sold to United Towing of the United Kingdom. Her failure is believed to due to Americans not having an ocean-towing tradition similar to some European countries, who have, over the years, built up a large body of experience and knowledge in ocean towing.

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

Wooden Steamers

Of the 119 wooden steamers that sailed on the Great Lakes between 1816 and 1840, 31 were out of service by 1841. Of the 119, almost all had been wood burning, steam powered, walking beam engine driven sidewheel steamers. Change was on the way: Coal would replace wood, propeller driven ships would replace sidewheel and sternwheel steamers, bulk carriers would replace package freight which in turn would require longer ships which in turn would require greater hull strength shifting hull construction from wood to iron and composite materials and finally to steel. Meanwhile ships would carry the material required to build and run the railroads, which when built, would replace the need for ships on the Great Lakes. All this change would come about during the next 60 years.

The first move was the introduction of a propeller driven ship, but first:

1841

Kent: Early in 1841, D. McGregor agreed to build a wooden sidewheel steamer with measures of: 122' x 20' x 7' and tonnage (Old Style) 140. She would be powered by a vertical beam, 50-horsepower engine (originally installed in the sidewheel steamer *Thames* built in the UK in 1833. She burned at her dock at Windsor, Ont. in 1838) at Chatham, Ont. The *Kent* would be used for the passenger, package freight trade on Lake Erie. Her master, from 1841 – 43, was Captain Henry Van Allen, Esq.

In July 1842, while running to port Stanley, Ont. on Lake Erie, the *Kent*, broke her machinery and had to be towed into port. Repaired. In September of the following year, while bound down from Port Stanley for Buffalo, NY, the steamer *Kent* broke her shaft and had a piston rod forced through her machinery. She was towed into Amherstburgh for repairs.

Ownership of the steamer *Kent* was changed in 1844 to Walter Ebert, Chatham, Ont. Her masters were Captain Walter Ebert (1844) and Captain Laing (1844-45). The *Kent* was placed on a run between Chatham, Detroit and Amherstburgh. In July 1844, Captain Laing, running on the route between Buffalo,

NY and Amherstburgh, ran ashore during fog 18 miles west of Grand River near Port Colbourne, Ont., Lake Erie. The *Kent* was released. In August 1845, the steamer *Kent*, laden with general merchandise and 87 passengers, was struck by the Canadian steamer *London* (1845) while rounding Long Point and foundered in 12 fathoms of water. Eight lives were lost.

Prince Albert: Hooker & Henderson, Kingston, Ont, contracted to have built at Prescott, Ont. in 1841, a wooden sidewheel steamer with measures: 105' x 28' and tonnage (Old Style) 150. Her engine would be two low pressure, 15-horsepower, built by Ward & Co., Montreal, Quebec. She was launched mid-May 1841 and was built for the passenger, package freight trade on the Rideau Canal. She had 30 passenger berths but was considered "too large, too lofty and altogether too good a vessel for the simple purpose of towing barges."

In July 1842, bound from Kingston, Ont. for Bytown, Ont. on the Rideau Canal, the steamer *Prince Albert* ran on board the barge *Propeller* sinking her a little above Ossian Hall. On board the *Propeller* were emigrants. No lives were lost.

Her master for the 1844-46 season was Captain Cumming. The *Prince Albert* ran in opposition from Toronto to Hamilton on Lake Ontario in 1845.

Ownership of the steamer *Prince Albert* was changed in 1846 to a group of investors from Bytown and the steamer would operate as a passenger boat from Bytown to Kingston. Her masters were Captain Edward Lawless (1848-49), Captain Friel (1850) and Captain P. McNeil (1851).

In May 1852, the steamer *Prince Albert* and the steamer *Pioneer* collided on Rideau Lake when the later, on the wrong side of the channel, attempted to cross the bow of the former and was struck, receiving damage to her paddle-box, wheels, and aft bulwarks.

Masters of the steamer *Prince Albert* were Captain O'Neil (1854) and Captain Thomas Jones (1857-58).

March 1862, while laid up in the canal basin at Ottawa the steamer *Prince Albert* caught fire and burned. A great part of her hull was saved. Enrollment for the steamer *Prince Albert* was

surrendered at Ottawa, Ont. March 1862. The remains of the vessel were purchased by Milson & Co., Montreal. The hulk is listed as transferred to the United States in 1865. Final disposition is unknown.

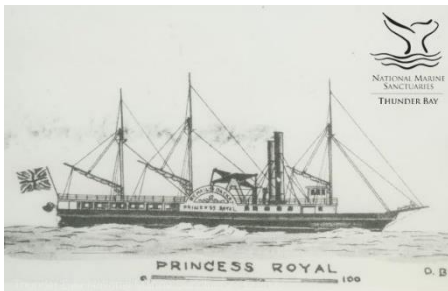
St. David: H. & S. Jones, Brockville, Ont. contracted with W. Parkin, Brockville, Ont. to build a Rideau Canal wooden sidewheel steamer that would be nicknamed "Pollywog". Her measures would be 85' x 17' and she would be powered by two 15-horsepower engines built by the New York State prison at Auburn, NY. She was built for the passenger, package freight trade and intended to run Montreal - Ottawa - Kingston.

A "Pollywog" had her forward part of the hull made to the width of the Rideau Canal, while the after end was compressed to admit the sidewheels without projecting further than the broadest width of the hull. Her hull shape looked like a pollywog.

Her master in 1841 was Captain Chambers. Her owners intended to run the steamer *St. David* from Kingston, down the rapids of the St. Lawrence River to Montreal, returning via the Ottawa River and the Rideau Canal.

Her master in 1842 was Captain George Leaney. November 1842, bound from Kingston to Montreal, the steamer *St. David*, with eleven passengers and five barges in tow laden with barrels of flour, was driven ashore on Howe Island, Lake Ontario during a gale. Refloated.

In 1844, the steamer *St. David* was noted as running in a daily line between Kingston and Montreal. In 1846, the steamer *St. David* was noted for the delivery of package freight to Kingston, Ont. The final disposition of the sidewheel steamer *St. David* - Unknown.



Princess Royal: In the spring of 1841, David Bethune, Toronto, Ont. contracted with the Niagara Harbor & Dock Co., Niagara, Ont. to build a wooden sidewheel steamer with measures of: 168.8' x 21.2' x 11.5' and tonnage of 243 (old style). She was launched August 10, 1841, equipped with a walking beam, low pressure, 46" bore x 120" stroke, 90 horsepower engine built by Niagara Harbor & Dock. She was built for the passenger, package freight trade and would run as part of the Lake Ontario mail steamers, Toronto to Kingston, Ont. Her first master was Captain W. Colcleugh (1841-46). During trials, the steamer *Princess Royal's* newly invented paddlewheels were found not desirable in heavy seas and were replaced by standard paddlewheels. In November 1841, while bound up from Kingston, the steamer *Princess Royal* encountered a SW gale and heavy seas on Lake Ontario that carried away a large part of her bulwark and washed the captain from the promenade deck. He was saved by clinging to the gaff. A year later, November 1842, while bound up from Kingston, the sidewheel steamer *Princess Royal* broke her shaft near Presqu'ile and ran back to shelter at Simcoe Island under sail. Repaired.

Her master for the 1847 – 50 seasons was Captain Henry Twohy. During winter lay-up, 1849-50, the steamer *Princess Royal* was furnished with new boilers and her upper cabin and upper saloon extended.

Her master for the 1851-52 season was Captain James Dick. In May 1851, the steamer *Princess Royal* broke her shaft on Lake Ontario. Repaired. In November 1851, bound up, while passing the Ducks the steamer *Princess Royal* broke her connecting rod causing considerable damage to her engine. The engine was rebuilt at Niagara Harbor & Dock Co. during winter lay-up, 1851-52, and the *Princess Royal* also had her beam widen by two feet and her engine stroke lengthened by two feet. In September 1852, while going astern at Cobourg, the steamer *Princess Royal* broke her cross-head. Repaired.

Her master for the 1853 season was Captain McBride. September 1853, while bound from Rochester, NY for Toronto, Ont. the steamer *Princess Royal* broke her shaft. She put into Port Whitby, Ont. for repairs.

January 1854, the steamer *Princess Royal* was withdrawn from the Toronto and Hamilton route and was chartered by the Great Western Railroad Co. to transport locomotives from the Genesee River to Hamilton, Ont.

May 1854, ownership of the steamer *Princess Royal* was changed to John Wilson, Quebec, Que. She would run Quebec to Saguenay on the St. Lawrence and Saguenay Rivers. May 1854, while on the St. Lawrence River, the steamer *Princess Royal* was in a collision with the sidewheel steamer *Alliance* with the *Princess Royal* sinking in four fathoms of water. Raised, the *Princess Royal* was rebuilt: 172 x 23, 517 tons, and when enrolled, assigned official number C33135.

Her ownership changed after the rebuilt to J. Willibert, Quebec and she ran Quebec - Riviere du Loup, south shore of the St. Lawrence River. In 1859, ownership was changed to H. J. Noad & Co. and then to A. Wright, Saint John, N.B. and she ran Point du Chene - Miramichi, N.B. on the Gulf of St. Lawrence.

With the start of the American War between the States, the steamer *Princess Royal* was chartered to the Union Army and renamed *West Point*, 409 tons. In August 1862, loaded with wounded, she collided with the sidewheel steamer *George Peabody* at Ragged Point, Potomac River with a loss of 76 lives. She was salvaged and renamed the *Nellie Pentz*, and used to transport troops and prisoners. Master of the steamer *Nellie Pentz* in 1864 was army Colonel Close. She foundered on November 25, 1865 at Lynnhaven Bay, VA, Chesapeake Bay.

Prince Edward: Thirkle & Cameron, in 1841, contracted with Delano D. Calvin, John Counter and Hiram Cook, Garden Island, Ont. to build a wooden sidewheel steamer with the measures: 122.7' x 15.5' x 8.9' and tonnage 150.49 (old style). Her engine was built by the Kingston Foundry. Built for the package, freight trade on the Bay of Quinte, she was enrolled at Kingston, Ont. December 15, 1841. Her first master for the 1842 season was Captain W. T. Johnson.

The Prince Edward was renamed *St. Charles* in 1843 and her master was Captain Jacob Bonter for August 26, 2019

1843-45. The steamer was renamed back to *Prince Edward* in 1844.

November 1844, ownership of the steamer *Prince Edward* was changed at public auction to Henry Gildersleeve. For the 1846 season her master was Captain Lawless. During the winter lay-up, the steamer *Prince Edward* was rebuilt and received new boilers.

Her ownership was changed to Mr. Greer, the "Wharfinger" during the winter 1846. At the start of the 1846 season, the steamer *Prince Edward* was renamed *City of Kingston*.

December 1846, the ownership of the steamer *City of Kingston* was changed to Captain Jacob Bonter who also served as her master.

Ownership of the sidewheel steamer *City of Kingston* was changed to Henry Gildersleeve in 1847 and her master was Captain Gilpin. In 1848 the steamer *City of Kingston* was withdrawn from the Bay of Quinte and placed on the Kingston to Montreal, Que. run. October 1848, while running the Lachine Rapids, St. Lawrence River, the steamer *City of Kingston* was wrecked.

Canada: Early in 1841, D. Bethune, Toronto, Ont. had a shipwright from Prescott, Ont. named Weeks build a wooden sidewheel steamer that was launched mid-May 1841. She has measures: 159' x 20' x 8', with tonnage (Old Style) 127. Powered by a horizontal, 65 horsepower, low pressure engine. The steamer *Canada* was built for the Upper St. Lawrence passenger, mail trade.

Ownership of the steamer *Canada* was changed to J. Hamilton, Kingston, Ont. in 1842. Her master was Captain James Gilmour in 1842. During winter 1844/45 layup she received new cabins and had a promenade deck added at Kingston, Ont. In April 1845 the *Canada* struck a rock in Alexandria Bay, St. Lawrence River. She was released. Her master for the 1849 and 1850 season was Captain F. G. Butlin. During the 1850 season, she was used as a towboat on the Upper St. Lawrence River and sometimes on the Bay of Quinte.

Her ownership was changed to T. Maxwell, Kingston, Ont. early in 1853. When the ownership was registered at Montreal, Quebec in March 1853,

she had measures recorded: 158.6 x 20.0 x 8.4, 137.18-unit tons, and assigned the official number C33442.

March 1855, the steamer *Canada* was made available for sale at Kingston, Ont. She was not used that season and in October of that year she sank at her dock in Kingston, Ont. Her registration was surrendered May 1858 and endorsed "foundered".

Caroline Ives: Built as an experimental shallow-draft hull for towing rafts and vessels. "The model of this boat is somewhat novel" (Montreal "Gazette"). Designed by Lewis Ives: "Entirely new model and although of the largest size admitted to the locks, draws but 16" (Montreal "Transcript"). Built by Lewis Ives at Kingston, Ont. and launched November 04, 1841, the wooden sidewheel steamer *Caroline Ives* original owner was George Ives. Her engine was by Ward, Montreal, Quebec and rated at 45 horsepower. Her measures were: 116' x 31' x 1.5', and she was schooner rigged and had a gentleman's cabin containing 28 berths.

Master of the steamer *Caroline Ives* in 1841 was Captain W. Shaw. She plied on the Bay of Quinte and River St. Lawrence for the purpose of towing rafts and vessels. In July 1842 she was put up for sale.

For the 1843 season, the *Caroline Ives* was renamed the *Frontenac* and provided passenger service on the Bay of Quinte. Her master was Captain George Ives.

For the 1844 season, the steamer *Frontenac* was placed on the Kingston to Hamilton run. In May she damaged her machinery on her upward leg to Hamilton and had to return to Kingston, under sail, for repairs. August of that year she was placed on the Bellville & Oswego, via Kingston run. In October she was again placed up for sale.

Purchased by D. Bethune, Toronto, Ont. and for a short period used as a towboat. She was laid up in 1845. Final disposition unknown.

Vulcan: W. Parkin, Brockville, Ont. built in 1841 for Murray & Sanderson, Montreal, P.Q. a wooden sidewheel steamer with measures: 105' x 18' x 7' and tonnage 117 (Old Style). She was equipped with two

engines built by St. Mary's Foundry, Montreal, Quebec. The steamer *Vulcan* was built for the passenger, package freight trade on the Rideau Canal and used between Dickinson's Landing, St. Lawrence River to Bay of Quinte up to 1844 then lower St. Lawrence River after that.

Masters of the steamer *Vulcan* in 1841 was Captain Richard T. Johnson, in 1842- Captain Roderick McSween and Captain L. R. Weller.

Ownership of the steamer *Vulcan* was changed in 1844 to the Provincial Government and ran Quebec to Riviere du Loup on the lower St. Lawrence River. Her master in 1844 was Captain Thomas Drummond.

In 1848 her ownership was changed to A. St. Louis, Sorel, P.Q. and she ran as a towboat on the Richelieu River.

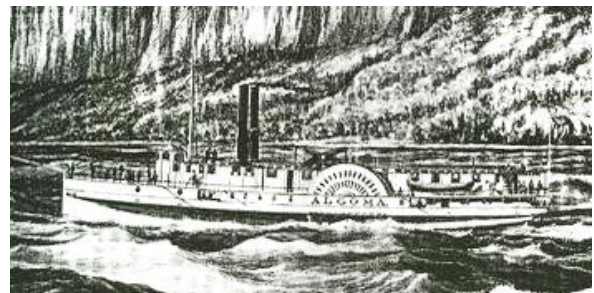
The *Vulcan's* first enrollment was issued at Montreal, P.Q., in 1851.

Ownership of the steamer *Vulcan* was changed in 1854 to W. T. Turgeon, Point Levi, P.Q. who ran her as a towboat and Grosse Ile tender. She was rebuilt at Grosse Isle, Quebec and her enrollment updated in 1855, renamed *Grosse Isle*, C33326: 102 x 31, 120 tons.

In 1862, ownership of the steamer *Grosse Isle* was changed to A. Davis.

Sometime later the ownership of the steamer *Grosse Isle* was changed to Saint Lawrence Towboat Co.

October 1874, the steamer *Grosse Isle* was wrecked on Byron Island, Gulf of St. Lawrence.



City of Toronto: Built by Niagara Harbour & Dock Co., Niagara, Ont; (John Ewing, master carpenter) for Captain T. Dick & A. Heron. Launched December 31, 1840, her measures were: 147' x 23' x 12' with

tonnage: 350-unit tons. Powered by a double vertical beam engine, low pressure, 46" bore x 144" stroke, rated at 45 horsepower and built by Ward & Brush, Montreal, Quebec. Her boiler was a return flue. She was built as a passenger, mail & package freighter and intended for Toronto, Kingston & Prescott run. Her master for the 1841 – 47 seasons was Captain T. Dick, one of her owners. November 1846, the steamer *City of Toronto*, caught in a storm on Lake Ontario after leaving Kingston, was forced to take refuge in Prince Edward's Bay for the night where she parted with both anchors. She returned to Kingston the next morning.

Master of the steamer *City of Toronto* for the 1848 & 49 seasons was Captain William Gordon. June 1848, bound out from Kingston in a thick fog, with a very heavy gale from the south-east, the steamer *City of Toronto* went ashore outside the Peninsula a little to the westward of Privat's. Released, she returned to Kingston. Later that month the steamer broke her shaft. Repaired.

Ownership of the steamer *City of Toronto* transferred to Captain Thomas Dick and she was rebuilt during the winter 1849-50, receiving new boilers and iron paddles. Captain Dick took command of the steamer from 1849 to 1852. September 1850, the steamer *City of Toronto* broke her shaft between Cobourg and Toronto, Ont.

Late in 1852, ownership of steamer *City of Toronto* changed to T. Maxwell & Co. with Captain T. Maxwell taking command. August 1853, the steamer *City of Toronto*, while towing a raft of logs from Belleville, Ont. to Oswego, NY, was caught in a squall, fifteen miles out of Oswego, and lost her entire tow. Loss \$3,000. In the spring of 1855, T. Maxwell & Co. placed the steamer *City of Toronto* up for sale along with steamers, schooners and barges in their holdings. November 1855, due to outstanding debt, the steamer *City of Toronto* was seized under court execution and was placed up for sale during a Sheriffs Auction.

Ownership of the steamer *City of Toronto* was changed to Messrs. Hayes, July 1856. During winter 1858 layup at Portsmouth, the *City of Toronto* was stripped of almost everything of value in metals. Loss about \$300.

August 26, 2019

Ownership of the steamer *City of Toronto* changed to Abbey Brothers, Port Robinson, Ont. in 1861. In October of that year, the steamer *City of Toronto* arrived at Detroit, MI in tow of the steamer tug *Dart* (US6148).

In 1862, ownership of the steamer *City of Toronto* was changed to R. Gardner, Detroit, MI. She would run between Grand Haven, MI and Racine, WI. The steamer *City of Toronto* was badly damaged by fire at Niagara, Ont. in 1863. She was sold to Wards, Detroit, MI and rebuilt by H.G. Garrett at Jones Yard. Her original engines were overhauled and she received new boilers. Relunched at Detroit, May 1, 1864 as *Racine* with measures: 163' x 22.1' x 11'; 624 tons.

Ownership of the steamer *Racine* was changed to E.M. Carruthers, C. Perry, Montreal, Quebec and G. W. Eart, Toronto, Ont. She was registered Canadian as *Algoma* (C46235) in 1864 and ran Collingwood – Lake Superior on the Lake Superior Royal Mail Line. November of that year the steamer *Algoma* broke her walking beam and one of her engines at the entrance to Owen Sound, Ont. She was laid up for the remainder of the season.

Master of the steamer *Algoma* in 1865 was Captain Leach and in 1867 Captain McLean. May of 1867, the steamer *Algoma* encountered ice at Bruce Mines, Ont. and a large hole was cut in her bow. She was repaired by the crew. In July of that year, the steamer *Algoma* went ashore on Sandy Island reef, 45 miles from Sault Ste. Marie, Ont., Lake Superior. She was released without damage.

In 1869 the ownership of the steamer *Algoma* was changed to A. Dudgeon, Collingwood, Ont. In August of 1869, the steamer *Algoma* had her bow damaged in a collision with the steamer *Chicora* (C53588) on Lake Superior. In July 1873 she broke her engine on Lake Huron.

Ownership of the steamer *Algoma* changed in 1873 to Honorable Francis Smith ("Lake Superior Royal Mail Line"), Toronto, Ont. Homeported out of Collingwood, Ont., she broke her crank shaft for her paddlewheel in 1875. In the winter of 1877, the steamer *Algoma* foundered at Collingwood, Ont. and was declared a total loss. Later that winter she was recovered. Put back in service, she ran Collingwood

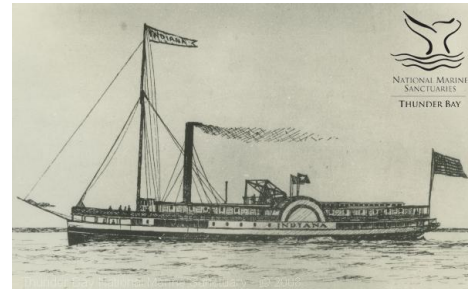
to North Shore ports until 1881. In 1882, the steamer *Algoma* was laid up at Collingwood, Ont. harbor and was a "profanity to navigation". May 1882, she was towed out of the "boneyard" and converted to a slab dock for the mill.

Caledonia: In 1841, McPherson & Crane, Portsmouth, Ont. built for themselves, the wooden sidewheel steamer *Caledonia*. She was not launched until November 1844. Her measures when launched were: 93' x 17.6' x 6.5' with gross tonnage of 109. She was equipped with a low-pressure engine. The steamer *Caledonia* was built as a "pollywog" "sidewheel steamer (hull was indented at the stern for the wheels) for passenger and package freight trade on the Montreal–Ottawa–Kingston triangle using the Rideau Canal. Her first master in 1844 was Captain R. Patterson. November 1845, the steamer *Caledonia* failed to make the harbor entrance at Cleveland Ohio during a storm on Lake Erie and had to anchor outside the east pier. Her anchor slipped during the storm, driving the vessel ashore. In 1846 the steamer *Caledonia* was rebuilt at Portsmouth, Ont: 94.0 x 20.0 x 7. June 1856, the steamer *Caledonia* and the schooner *Illinois* collided while the schooner was entering the harbor at Buffalo, NY, Lake Erie. Both vessels were damaged and required repairs. In 1860 the *Caledonia* was used for towing in the Detroit and Thames River and occasionally on Lake Erie. June of that year, while towing the schooner *Niagara*, bound from Upper Canada for Quebec, laden with staves, the steamer *Caledonia* went ashore in the St. Lawrence River. Released.

In 1864 ownership of the steamer *Caledonia* was changed to William Allen, Chatham, Ont. on the Thames River. The following year the steamer *Caledonia* was removed from the register and endorsed "broken up".

George Clinton: J. D. Beaupre, Oswego, NY built in 1841 for Jabez N. Gilbert & L. B. Littlefield, Oswego, NY a wooden sidewheel steamer with measures: 94.9' x 15.6' x 7.4' with tonnage 103.5 (Old Style). She was enrolled at Oswego, NY, June 11, 1844 and was built for the freight and towing trade on Lake Ontario.

Ownership of the steamer *George Clinton* was changed to Ontario Steam and Canal Boat Co., Oswego, NY. September 1851 the steamer *George Clinton*, with two scows in tow, sought shelter during a storm in Braddock's Bay, near Genesee, NY, Lake Ontario. She and her two tows were driven ashore and became total losses. No lives lost.



Indiana: Late in 1841, Keating & Church, Toledo, OH built for Ansel R. Cobb, Buffalo, NY and John Palmer, Whitesboro, NY. a wooden sidewheel steamer with measures: 175' x 26' x 12' with tonnage 534 52/95 (Old Style). She was powered by a walking beam, low pressure, 48" bore x 84" stroke, 100 horse power engine (Builder unknown). Her first enrollment was issued at Maumee City, OH in 1842. The steamer *Indiana* was built for the passenger, excursion trade on Lake Erie, Lake Huron, and Lake Michigan. Her master from 1842 to 1847 was Captain J.T. Pheatt. November 1845, the steamer *Indiana* struck a snag in Maumee Bay, Lake Erie and sank. She was raised and repaired. On Lake Erie, off Dunkirk, NY, in May 18 1846, the steamer *Indiana* broke her machinery when a bolt on one end of the walking beam worked loose; letting the beam down with such force it carried away one end of the cylinder. The vessel was towed into Buffalo, NY for repairs at Vulcan Foundry.

Ownership of the steamer *Indiana* was changed to Captain C. Appleby and Messrs. Lake & Carpenter, Conneaut, NY in April 1848. Her master in 1848 was Captain C.W. Appleby. November 1848, while lying in the harbor at Conneaut, NY, the steamer *Indiana* caught fire and burned to the water's edge. Property loss \$20,000. No lives lost.

So where are the propellers mentioned earlier? – Tune in to September's "Ropewalk" for the rest of the 1841 story.

Some Notes:

Black River, Ohio: Drains Medina County, emptying into Lake Erie at Lorain, OH.

Cargo-carrying capacity in cubic feet, another method of volumetric measurement. The capacity in cubic feet is then divided by 100 cubic feet of capacity per gross ton, resulting in a tonnage expressed in tons.

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

Navigation: The reader may wonder what, with so few vessels on the lakes, why steamers could not avoid each other. Two main reasons, the visibility during storms and the vessels did not carry any lights so you came upon a vessel you could not determine if the vessel was approaching or departing from you.

Old Style Tonnage: The formula is:

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

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 tonnage or cargo capacity of sailing ships as a basis for assessing harbour and other vessel fees

P.Q.: Province of Quebec

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.

Patriot War: A conflict along the Canada – U.S. border where bands of raiders attacked the British colony of Upper Canada more than a dozen times between December 1837 and December 1838. This so-called war was not a conflict between nations; it was a war of ideas fought by like-minded people against British forces

Ship Inventory: 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 or St. Lawrence River and operated on the Great Lakes with a gross tonnage at or over 100 tons.

Up-bound: Going against the current – St. Lawrence River to Lake Superior. (Lake Michigan – steaming north)

Down-bound: Going with the current – Lake Superior to the Saint Lawrence River. (Lake Michigan – steaming south)

(Original Source: "Wooden Steamers on the Great Lakes" – Great Lakes Historical Society; Bowling Green State University – Historical Collection; Thunder Bay National Marine Sanctuary Collection; Maritime History of the Great Lakes; and the scanned newspaper collection of the Marine Museum of the Great Lakes, Kingston, Ont. and 746 additional documented sources.)

Presentation Selection:

2019

Jan 19 - Getting Started
Feb 16 - Hull: Solid, POB, POF
Mar 16 - Planking
Apr 20 - Spiling
May 18 - Planking a Deck
Jun 15 - Furniture & Fixtures, Guns
Jul 20 - Masts
Aug 24 - Yards, Booms, Gaffs
Sep 21 - Standing Rigging
Oct 19 - Running Rigging
Nov 16 - Sails
Dec 21 - Model Display

Events & Dates to Note:

2019

"Artistry in Wood"

Dayton Carvers Guild Woodcarving Show,

Roberts Centre, Wilmington, OH

www.daytoncarvers.com

Oct. 12-13, 2019

NRG Conference

New Bedford, MA

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

64th "Weak Signals" R/C Model Show

Seagate Convention Ctr.

401 Jefferson Ave. Toledo, OH

April 04 - 05, 2020

North American Model Engineering Expo.

Yack Arena

Wyandotte, MI

April 18 - 19, 2020

44th Midwestern Model & Boat Show,

Wisconsin Maritime Museum, Manitowoc, WI

May 15 - 17, 2020

Constant Scale R/C Run - Carmel, Ind.

Indianapolis Admirals reflecting pond

Carmel, IN

May 16 & 17, 2020

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH

July 18-19, 2020

Toledo Antique & Classic Boat Show

Promenade Dock, Maumee River, Toledo, OH

Aug 22, 2020

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