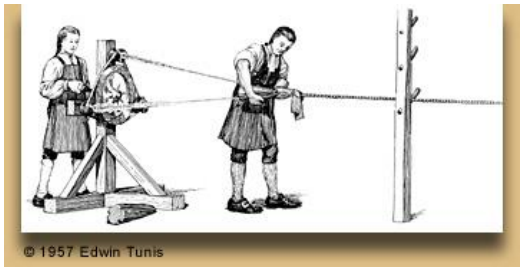


While one man cranks the spinner, the one holding the "top" walks backwards as the rope is twisted. From Edwin Tunis, ***The Young United States, 1783 to 1830*** (New York: World Publishing Co., 1969), 82. Used by permission of the estate of Edwin Tunis

Ropewalk

The Newsletter for
Shipwrights of Central Ohio
February 2019
Next Meeting: March 16, 2019
"Planking" – Mike Knapp

Table of Contents

February Meeting

I hope all of you took advantage of the weather closure last month and built, built, built. We had 14 at the February meeting which included 2 guests. Alan Childress is from Powell and is new to ship modeling. Steve Detrick is from Lancaster and has just finished the R/C tug from Dumas *"Carol Moran"*. Welcome.

Business

Treasures Report

Our treasurer reports that we are in good financial shape. In 2018, we had income from dues and book sales of $530. Our expenses included: Ohio Sate Fair registration - $200; Web Site charges of $268.47; 2017 expenses of $144; electro-plating equipment $46.49 (Alan Phelps keeper); miscellaneous expenses $53.96. We ended the year with $1,359.48 in checking. Known 2019 expense: $154.05 – 2018 expenses; Ohio State Fair registration $250; miscellaneous $23.18. Thanks for your good work Lee.

Membership Dues - Reminder

Membership dues for 2019 are due by March 2019. So far, there are nine out of our 2018 members who have not renewed.

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

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

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

Presentation Planning

Our presentation calendar for 2019 is almost complete. 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 with the subject you are willing to present.

Ohio State Fair

Featured Artist

We are scheduled to exhibit "Ship Modeling" in the Creative Arts Building, during the Fair on Friday, July 26 & August 2nd from 9 to 5. We will have two shifts of 4 hours each and will require two volunteers for each shift. You will need to have a ship modeling project you can work on and to be ready to talk about ship modeling to those passing our tables. Last year, the average number of visitors per day to the creative arts exceeded 5,000 of which a good number stopped by the exhibit.

4th Annual Model Shipbuilding Competition

The ship modeling competition will include both wood and plastic model. Ohio State Fair web site will be open near the end of March for registration. All entries will be delivered to the Creative Arts Building north of 17th Avenue on the Fairgrounds during the 2nd week of July. Judging of entries will be held on Monday, July 15th. All models entered in the competition will be on display during the Fair. The Fair ends August 4th and model can be picked up August 5th.

Competition Judges

The club will be suppling judges for the 4th Annual Shipbuilding Competition. Judges forms must be submitted by March 29th, 2019. At this time, we have four members who have volunteered to judge. They are Loren Black, Mike Knapp, Bob Mains and Alan Phelps. A judge cannot have a model entered into the competition. We will need two additional members to join the judging team. Experience building plastic models will help. If interested and do not plan to enter a model, contact me at shipwright@wowway.com.

Youth Model Building Workshop

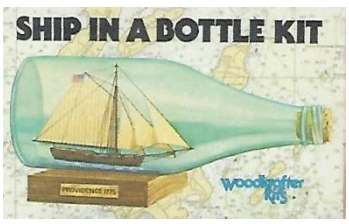
The Shipwrights of Central Ohio has been asked to support a youth workshop during the second Friday (August 2nd) of the fair. The workshop will be for 8–12-year old. The Ohio Expo Center will handle marketing and registration of youth who wish to participate. There will be a $10 registration fee to be reimbursed if they show for the workshop. The workshop will be 2-hours or less and will be held in the afternoon on the 2nd. The project team consists of Jerry Amato, Darrell Markijohn and Jeffery Northup.

The team has been researching existing models kits available on the market. The general plan is to have the youth build a model and then sail it. The Creative Arts director has approved some type of sailing pond to be set up in the parking lot outside the building. They have identified four kits (two of which have been donated:

From Seaworthy Small Inc. A Bermuda 8" sailboat. 

From Lowes, a pinewood derby sailing kit. I stopped at Lowes to check it out. The ship model I saw, priced at $8. Could not be raced

We have also been donated 12 model kits of a wooden sailing boat and seven ships in a bottle.



The team is also working on how to have a sailing competition. We have the option to set up a wading pool and fans, but it has also been suggested using a long house gutter (maybe on saw horses) with a fan.

For now, they are waiting on information from the Ohio Expo Center on marketing and rules.

Presentation

We continued our 2019-year presentation schedule focused on providing instructions for someone new to ship modeling.

Since January's meeting was canceled due to weather, we started with a review of the first topic "Getting Started".

Tools:

Some additions to the picture were sanding sticks, Emory boards, T-pins, needle threaders.

Glue:

We shared how both Elmer's and Titebond can be diluted to loosen an object that has been position incorrectly, and the use of diluted white glue for rigging.

Preparing to build

- First check the kits inventory
- Plans & Instructions
    - Read the instructions
    - Be familiar with the plans
    - Write down your questions
- Research
    - Answer your question
    - Clarify instructions

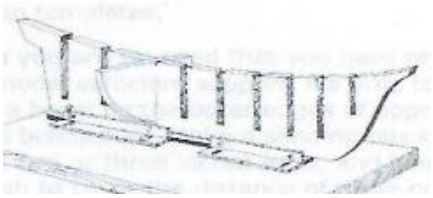
That moved us into the planned presentation for this meeting.

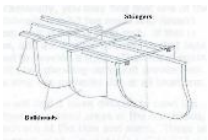
Hull Construction

Lee Kimmins took us through a presentation on ship model hulls. He identified four types: Solid, POB (Plank on Bulkhead), POF (Plank of Frame) and scratch.

POB, in kit form, is probable the easiest for a modeler since the kit manufacturer has done the lofting and provides the framing. The modeler becomes an assembler of the hull framing.

POB construction consists of a backbone

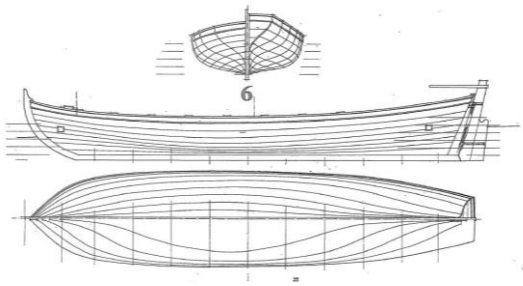




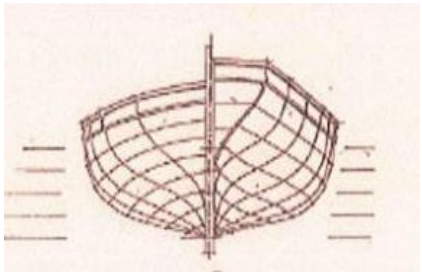
and bulkheads and stringers. Stringer can also be balsa blocks between bulkheads to provide strength and support.

There are some models that appear to not fit any category but use either a POB framing or solid hull to provide hull shape. Once the hull is built on the framing it is removed, providing an open interior.

Solid hulls are the next in difficulty, requiring the modeler to have some understanding of line drawings.

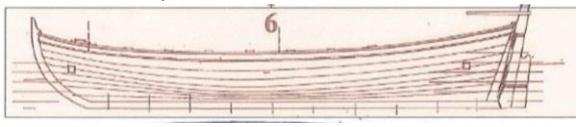


Line drawings consist of three views: Body Plan, Sheer Plan, and Half-Breath Plan. Somewhere on almost all ship model plans the manufacturer will include the Line Drawings for the model.



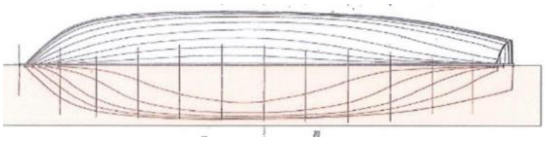
Body Plan

The left side is a view from the bow, with the right side a view from the stern. The outer curved line Lifts (at Station Lines) on both sides should be the mid-ships line of the hull but could include a number of frame both forward and aft of the mid-ship frame that have the same curve.



Sheer Plan adds to the complexity. There are four sets on lines shown in the above drawing. Station lines: the vertical lines at the bottom of the above drawing indicate where the lines shown in the Body Plan fit. Starting at the bow (on the keel) number the vertical lines 2 through 11. On the Body Plan, at the bow, left side, number the lines 2, 3, 4, 5, 6. On the right side coming towards the stern 6, 7, 8, 9, 10, 11. The darkened 12 line is the stern piece.

There are three other lines shown: waterlines and buttock lines. Water lines consist of two different lines on this model. The horizontal lines to the keel are the same as the horizontal lines shown on the Body Plan to the left and right of the drawing. If you look carefully at the Sheer Plan there are two "D's" on the hull, one forward and on aft. This is the true waterline and indicates that the true waterline is not parallel to the keel, but that this vessel, when afloat, will have the stern at an angle to the horizon. Buttock Lines appear curved on the Body Plan and on the Sheer Plan.



Half-Breath Plan: Above, shows two views of the hull from the keel. The top half show the Buttock Lines. The bottom half shows the waterlines as curves and the station lines as straight or horizontal to the keel (centerline). You will notice that there is an extra station line in the Half-Breath Plan. Station Line 1 is missing from the Sheer & Body plans. Anyone know why?

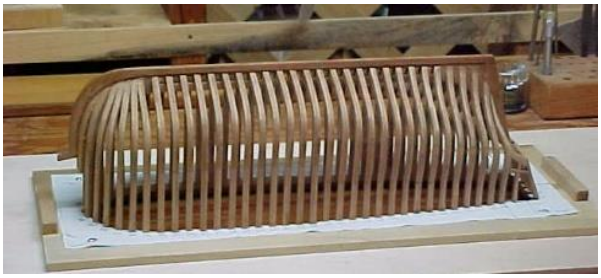
If you look at the Sheer Plan, at the bow, upper left is a vertical line. This is station 1 and is not shown elsewhere, because it does not reach the keel.

Solid Hull kits require carving, shaping skills and an understanding of line plans. You need patterns of the lifts and station lines from the Body Plan and their location from the Sheer Plan. The kits come with a pre-curved block of wood.

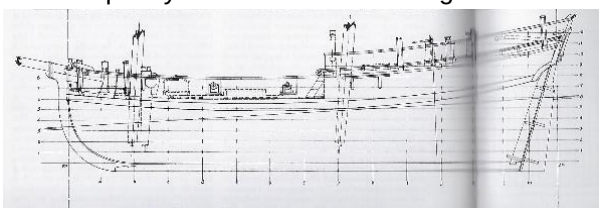
Shown are two hulls being rough curved for a ship modeling kit. As a modeler, you need to carve the hull to its final form. The steps are:
Cut out the lift patterns and transfer to heavy cardboard; draw the station lines on the hull

body and number them to match your sheer plan; number the lift plans to match the station lines; cut out Sheer Plan for the outside profile of the hull from a side view; cut out the half breath plan showing the outside profile looking down on the hull. Rough out the outside profile of the hull, leaving some excess for final finishing. Rough out the mid-section of the hull. Rough out the bow section and stern section. Sand to final form using lifts at station lines to check progress.

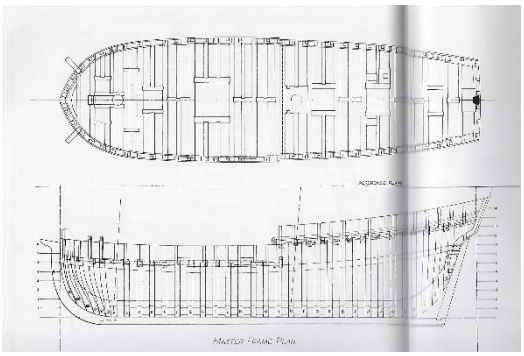
POF (Plank-on-Frame) increase in difficulty due to the number of frames. Building POF is more labor intensive and complicated. If you are working with a POF kit, the manufacture may provide laser cut frames which means that the job is more assembly. If you are building a wood kit from "The Lumberyard", you get a pile of wood and detail drawings with instructions on how to cut out the blanks needed for the individual frames and the patterns for the frames. Below image is of the Hahn Method for building a POF model.



Lee's fourth hull method is Scratch. You as a builder have a set of plans that you want to convert to a POF ship model. Scratch building could require you to convert a drawing from this



to this



If you are proficient with CAD (Computer Assisted Drafting) this may not be that difficult. If not, it would mean either drafting the plans required by hand or carving a half-hull using the first drawing above to get the shape of the hull then converting that half-hull to the framing pattern in the second drawings and from there lifting the frame shapes.

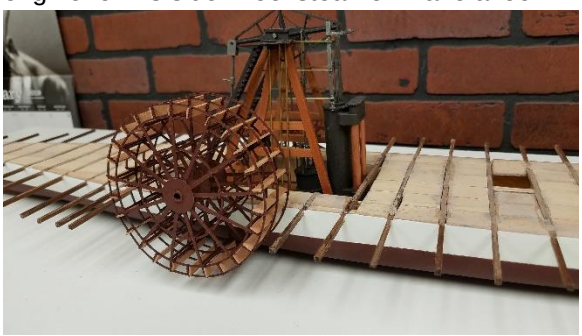
Did this once. Carved the half-hull.

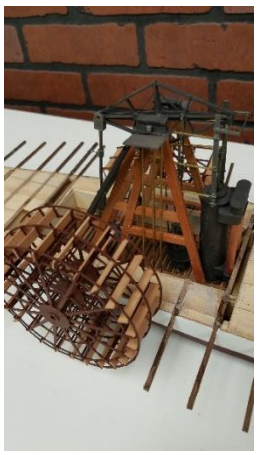
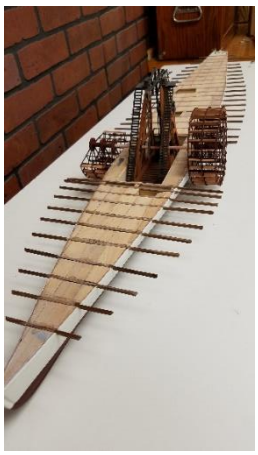
Took the lines off her and made the frames. 20 years later, still in the box and on the list to be built.

Ships on Deck:

Mary Powell

Lee has made progress on the "Walking-Beam' engine for his sidewheel steamer. Take a look.



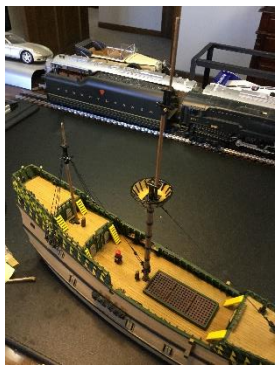
Nice Work Lee.

La Jacinthe


John Kinkel is scratch building Boudriot's schooner *La Jacinthe.* John shared two jigs he has designed and built for repetitious work on coppering the hull.

Mayflower

Stan Ross has his poles up and is starting rigging his Model Shipways *Mayflower*.

Ulises

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

Carol Moran

Steve Detrick shared a picture of his R/C model of the Moran Towing Company.

Here she is at work in New York Harbor.

Victorine

The original model was built in 1967, purchased from Marine Model. She was a solid hull kit. Made sails using silk span for her after seeing the demo at the 2018 NRG conference. I ended up with a restoration project so that the sails could be mounted. In the process found corroded metal parts and much out of scale rigging. Stripped both the running rigging and standing rigging off, replaced the deadeyes and hatches and repaired some of the bulwarks.

Below picture on the left is as she looked before starting. Plans were copyright in 1937. L.O.A. (length over all) = 72'2",

Beam=25'6", Draft=5'10". Her main mast, deck to top is 20 ¾" @ 3/16" = 110'.

Picture on right: new hatch covers, clothes pins holding the mast hoops in place, and small light-colored figure by tiller is 5 foot tall at 3/16" = 1'. Adding new shrouds and stays. Reference source used for rebuild is "Ship Modeling Techniques" by Portia Takakjian.

Odds and Ends

Nautical Terms

Gaff - The spar that holds the upper edge of a four-sided fore-and-aft mounted sail.
Gaff rigged - a boat rigged with a four-sided fore-and-aft sail with its upper edge supported by a spar or *gaff* which extends aft from the mast.
Gaff vang - A line rigged to the end of a gaff and used to adjust a gaff sail's trim.
Galleass - An oared warship of the 1500s equipped with a gundeck, larger and equipped with more sails than a galley.
Galleon - A large, multi-decked sailing ship used primarily by European states from the 16th to 18th centuries.
Galley – 1, a type of ship propelled by oars used, especially in the Mediterranean, for warfare, piracy, and trade from the 700s BC to the 1500s AD, with some in use until the early 1800s. 2, a type of oared gunboat built by the United States in the late 18th century, akin to a brigantine but termed "galley" for administrative and funding purposes.
Gammon iron - the bow fitting which clamps the bowsprit to the stem.
Gangplank - a movable bridge used in boarding or leaving a ship at a pier; also known as a "brow".
Gangway - an opening in the bulwark of the ship to allow passengers to board or leave the ship.
Garboard - the strake closest to the keel.
Gasket: A rope used to secure a sail (particularly the topsail) when stowed.

Glossary of Nautical Terms Wikipedia;

2019 NRG Conference

It is not official, but "The Scuttlebutt" has it, that the 2019 NRG Conference will be held at New Bedford, Mass, October 24 – 26th.

You can make the drive from here to there, a tour of maritime museums and maritime history – canal boats, river boats, whaling ships; and places such as South Street Seaport, New York, the American Merchant Marine Museum, Kings Point L.I., Steamship Historical Society, Warwick, RI and Mystic Seaport, CT where you can walk the deck of a real whaling ship. Mark the dates on your calendar and start planning a drive through history.

43rd Midwestern Model Ships & Boats

The 43rd 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/

A Wooden Ship Modeler's Library

The following list of books, I have found of value in my years of building and restoring wooden ship models. Many of the titles are available over the Internet, either new, reprints or used, or may be available through your local library.

Basic Reference Books:
"Ship Modelmakers Manual" – J. Bowen
"Elements of Wood Ship Construction" – W. Curtis
"Wooden Ship-Building" – C. Desmond
"Workshop Practice for Ship Modelers" – B. King

"Ship Modeling from Scratch" – E. Leaf
"Ship Modeling Simplified" – F. Mastini
"Historic Ship Models" – W. zu Mondfeld
"The Arts of the Sailor" (knots) – H.G. Smith
"Plank-on-frame Models" - H. Underhill
"Sailing Ships Rigs and Rigging" – H. Underhill
"Ship Modelers Shop Notes" (vol. 1 & 2) - NRG

Planking

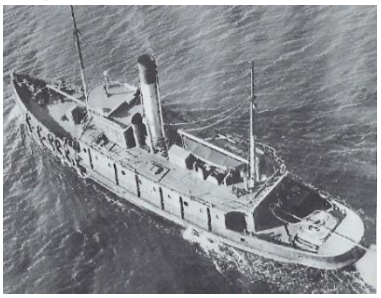
"Planking Techniques" – D. Dressel
"Planking the Built-Up Ship Model" – J. Roberts

Rigging

"The Art of Rigging" – G. Biddlecomb
"Rigging Fore-&-Aft Craft" – L. Petersson
"Rigging Period Ship Models" – L. Petersson
"Masting & Rigging" – H. Underhill
"Steel's Elements of Mastmaking, Sailmaking and Rigging" – D. Steel

Other Notes: "Stuff", Tugs & Things

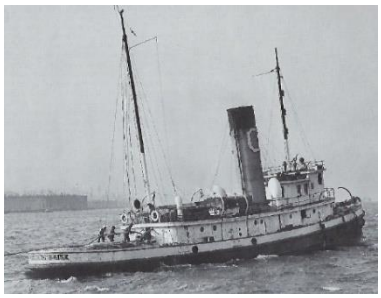
"Mahogany King"



Built at Sparrows Point, MD, the *Mahogany King* was owned by Brayard Marine Trans., New York and had measures of 123.2' x 27' x 18' and was originally fitted with a 1000-horsepowe steam engine. Her main house was flush with her sides. Not much is known about her early years. Judging from her cargo derricks forward and aft, she must have served double duty as a tugboat and a general freight lighter for harbor use.

In the photo, taken in 1947 when she was passing through the Cape Cod Canal with a tow, she had an 800-horsepower steam engine. Her hawser is shown flaked out carefully on her after deck to prevent kinking and to allow the line to run freely when the tow is lengthened as the tug reaches the open seas. The capstan just aft of the house on the starboard side was used for handling the towing line. The fendering, seen forward of the house, indicates the *Mahogany King* must have regularly laid alongside ships or docks.

Adler



The *Adler* was a big tug designed for costal and ocean towing and carried a large, 20 men, crew. Built for W. G. Coyle & Company of New Orleans, at Pensacola, FL, she had measures of 129.1' x 30.3' x 17.2' with a 1600-horsepower steam engine.

The 1930's photo shows the *Adler* clearing port on a long voyage with a stern tow. Extra coal is piled in a bin on her boat deck and bagged on deck to increase her range. The mate and deckhands are making the hawser fast and the captain, leaning over the rail before the stern mast, is steering from the after station on the boat deck.

The arrangement of the wheelhouse was quite convenient for the helmsmen. Because of the width of the wheelhouse – 18 feet – it had two complete steering stations close to the port and starboard sides of the wheelhouse so that the helmsman could lean out the side windows for better visibility. Note the hinged freeing ports after, what appears to be hawsepipes, along the rails.

The owners, W.G. Coyle & Company was founded in 1865 and was one of the oldest companies serving shipping interests in the United States. In 1938, it was the largest organization of it type on the Gulf Coast but by 1976 its fleet had been reduced to two barges.

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

Wooden Steamers

1831 - 1832

Continuing on with our story, in 1831 & 32 both Canada and the United States expanded the number of sidewheel steamers

built on the Great Lakes. Nine additional sidewheel steamers and one sternwheel steamer were built.

1831

Swan: Built by T. Mears, Hawkesbury, Ont., she had measures of 94' x 19' x 7' with tonnage (Old Style): 80. Her engine was built by Ward Bros., Montreal, P.Q. and she operated in the passenger, package freight trade. Her ownership changed to H. Dickinson in 1834 and again in 1836 to Pacaud & Mullins. In the Spring of 1836, the *Swan* ran down the Lachine Rapids, St. Lawrence River. She was rebuilt at Montreal, Quebec, in 1837 to improved her appearance but she was slower in her motion. She was used below Montreal on the St. Lawrence River after 1837. In 1841, her ownership was changed to Murray & Sanderson, Montreal, Quebec. In the Winter of 1843, her registry was closed. Final disposition is unknown.

John By*:* built by R. Drummond, Mississauga Point, Ont. with master carpenter Crochet in 1831. Her measures were: 110' x 26' x 10' with tonnage: 100. Her original owner was D. J. Smith, Kingston, Ont. Powered by two high pressure engines, 75 horse power, built by Bennet & Henderson, Montreal, P.Q. Original built for the Rideau Canal but her owner found that her draft was too great for the canal. She was placed on Lake Ontario and ran Kingston – Prescott, Ont in 1832, and Toronto-Hamilton, Ont after 1833. Her boiler was on the bow and the engine in the stern. She had a gentleman's cabin 41 feet by 20; ladies' cabin 22 feet by 24.

The *John By* was the first sternwheeler on the lakes and her handling characteristics were miserable.

Master of the sternwheeler was Captain Johnston early in 1832 and Captain Henry Lelievre late in the 1832 season.

Ownership was changed to R. Drummond in 1833 and in May she received two 30 horse power, high pressure engines built by Sheldon & Dutcher, York, Ont. Her master was Captain Kerr. In July of 1833, while bound from Prescott, Ont., in the North Channel, St. Lawrence River, 14 miles east of Brockville, she struck a rock, driving a hole in her hull. Repaired. In the fall of the same year she was in danger of blowing up when her engineer turned off the water from the boiler and then leapt over board. The danger was caught in time and the water turned on and the vessel returned to port. A month later, during a gale on Lake Ontario, she went ashore near Port Credit, near Toronto. There is no record of her operating on the lakes after 1833. Final disposition unknown.

1832

Adelaide: Built for the passenger, package freight trade between Chippawa, Ont. on the Niagara River to Amherstburg, Ont. on the Detroit River. She was the first Canadian steamer on Lake Erie. Built by Lovering, Chippawa, Ont. she had measures of 119.5' x 22.5' x 9' with old style tonnage of 225 90/95. Her original owner was Robert Hamilton, St. Catharines, Ont. Her engine was: Low Pressure, 70 hp engine built by Boulton & Watt, London, U.K., and originally installed in the steamer *Alciope* (1828) and before that from the *Frontenac* (1816). Masters of the *Adelaide* were Captain Christie (1832) and Captain Molloy (1833).

Early in the 1832 season, the boiler on the *Adelaide* exploded on Lake Erie. Three lives lost.

The *Adelaide* was rebuilt in 1837 at Detroit, MI. and her registered measures were: 119' 6" x 22' 6" x 9'; 225.95 grt. The *Adelaide* was then renamed *Eclipse*.

The *Eclipse* was seized by American forces during the Patriot War of 1837 for violation of the revenue laws. In April of the following year the *Eclipse* was re-documented at Detroit, MI as the U.S. steamer *Champlain.* Ownership of the *Champlain* was changed to parties from Monroe, MI. and she ran in 1840 between Chicago, IL and St. Joseph, MI. In May of 1840, she was driven ashore during a storm and wrecked near New Buffalo, MI, 4 mi. south of St. Joseph on Lake Michigan. She was abandoned and allowed to break up. The wreck was reportedly recovered and later rebuilt.

Canada: Her original owner was the Montreal & Quebec Towboat Co., Montreal. A sidewheel steamer, *Canada* was built by Shea & Merritt, Montreal in 1832. She had measures of: 173.2' x 26.5' x 10.5' with tonnage (Old Style) of 433. Her engine was a vertical beam, (2) 96" stroke, built by Fawcett, Preston & Co., Liverpool, England. She was built for passenger, package freight trade between Kingston – Cornwall, Ont. and the St. Lawrence River.

June 1833, while unloading 400 immigrants at Montreal, part of her deck collapsed. There were no serious injuries.

In August 1839 the *Canada* wrecked at Chateau Richer, P.Q., St. Lawrence River. Refloated. She was rebuilt and reregistered at Montreal, P.Q. April 04, 1841 with measures: 176.75 x 29.0 x 10.33, and 604.75-unit ton. Her masters were Captain Lawless (1843) and Captain D. Landing (1847).

In October 1845 the *Canada* went aground opposite Alexandria Bay, NY, on Wellesley Island, St. Lawrence River. Released.

In 1847, while approaching the wharf at Brockville, Ont, a fastener for one of her fenders gave way, bringing the upper end of the fender over with a sharp blow knocking down two observers on the pier.

In 1850, the *Canada* was assigned the mail run between Toronto, Ont. and Montreal, Quebec. Her registry was surrendered at Montreal, Quebec on December 30, 1852 and the *Canada's* register was endorsed "broken up".

Iroquois: Another Canadian steamer was built in 1832 at Gananoque, Ontario, as a sternwheel experiment passenger ferry to run the rapids on the St. Lawrence River. She would run between the head of Long Sault and Prescott, Ont. to reduce the travel time between Cornwall, Ont and Prescott, Ont. on the St. Lawrence River. She had the ability to handle up to 150 passengers and their luggage.

Her measures were: 120' x 18', with a high-pressure engine (2), 25 horsepower each, built by Tuller & Copeland, Hartford, CT. Her original owner was: H. Dickinson & Co.

Master of the sternwheel steamer *Iroquois* in 1832 was sailing master Jeremiah Baldwin.

Due to difficulties to generate steam fast enough to allow the sternwheel steamer *Iroquois* to pass from an eddy to the strongest current in Rapide Plat, her boiler was altered during the layup winter 1832-33 and replaced during layup winter 1833-34. Her engines were also improved by Edward Quigly. Master of the sternwheel steamer *Iroquois* was Captain Barber (1833-34) The *Iroquois* was converted to a towed barge behind a steamer in 1835. She was also reported broken up in 1835. Final disposition is unknown.

Pennsylvania: A U.S. wooden sidewheel steamer was built by J. Richards, Erie, PA in 1832. She measured at enrollment Oct. 20, 1832: 139' x 25' 4" x 9' 3" with tonnage (Old Style): 305 24/95. Her original owner was W. H. Brice et al, Erie, PA. She was powered by two high pressure engines, 180 horsepower, built by Warren & Benny, Pittsburgh, PA. The *Pennsylvania* was built for the passenger, package freight trade and her masters were Captain Fleeharty (1832) and Captain L. H. Cotton (1837-38).

In June 1837, ownership of the *Pennsylvania* was changed to Captain Lester H. Cotton et al, Green Bay, WI. In July 1837 the steamer *Pennsylvania* and the sidewheel steamer *Niagara* collided off Huron, OH, Lake Erie with the steamer *Niagara* making port before sinking.

Ownership of the sidewheel steamer *Pennsylvania* was changed to William H. Bruce et al, Green Bay, WI. In 1838. The *Pennsylvania* was lengthened by 11 feet, with new measures: 150' x 24' 4" x 11'; 395 38/95 tons (OS). Master of the sidewheel steamer *Pennsylvania* was Captain Lundy in 1839. In December of that year, the *Pennsylvania* was caught in a gale of snow and high winds on Lake Erie, reaching safety at Erie, PA. She was laid up "in ordinary" at Erie, PA. ("in ordinary" – not fully manned and ready to sail; in some form of storage or disrepair.) The *Pennsylvania* went into decay at Erie, PA in 1843 and was condemned and broken up in 1869.

Constitution: In 1832, George K. Chisholm, Oakville, Ont. built a wooden sidewheel steamer for Hamilton Joint Stock Co., A. N. McNab,

Hamilton, Ont. Her measures were: 130' x 26' x 8' with Unit Tons: 225. Her engine was 75 HP, built by Ward Foundry, Montreal, Quebec. She was built for the Lake Ontario passenger trade and ran between Hamilton to Prescott, Ont. She was launched at Oakville, Ont., January 19, 1833. Masters of the *Constitution were* Captain William Critchell, R.N. (1833) and Captain Zealand (1834).

In May 1834, bound from Cobourg for the head of the lake, the *Constitution* ran aground on a shoal called Gull Island in Lake Ontario, between Port Hope and Cobourg, Ont. Released. Ownership of the sidewheel steamer *Constitution* was changed to Captain Hugh Richardson and she was renamed *Transit*. Captain Richardson was also master (1835-42). The *Transit* ran from Toronto, Ont. to Rochester, NY, calling on Cobourg and Port Hope. November 1835, the *Transit,* entering Kingston harbor during a gale and was driven ashore. Released.

From 1837 to 1840, the *Transit* ran between Toronto and Niagara. In 1838, the *Transit* was rebuilt at Niagara, Ont: 129.0 x 20; 225-unit tons.

Mid December 1840, bound for Queenstown and Lewistown, the *Transit* was overtaken by a storm and had her bulwarks damaged, lost a paddle box and her gentlemen's cabin was flooded.

Master of the sidewheel steamer *Transit* was changed to Captain Hugh Richardson, Jr. who served as master for the 1843-45 seasons.

Masters of the *Transit* were Captain Hugh Richardson (1846) with Henry Popplewell (1846) and David Russell (1846) as engineers.

In April 1846 while leaving Toronto harbor, the *Transit* was struck by the steamer *Sovereign* (?), striking her wheelhouse and demolishing her wheel. Damage estimate $800.

Ownership of the *Transit* was transferred to J. Browne, D. MacDonell, T.D. Harris, assignees of Captain Hugh Richardson's estate. The Transit was placed in public auction September 1846. In December of that year, ownership of the *Transit* was changed to M. & W. E. Browne, Hamilton, Ont. Master of the *Transit* was changed to Captain Davis (1847) The *Transit,* bound up the bay, struck rocks near the Brothers Island, and stove in a portion of her bottom causing her to fill and sink. Raised, she was towed into Kingston port to the marine railway in August 1847, where her support beams broke and she sank again. The sunken *Transit* was purchased late in 1847 by the forwarding company McCuaig Brothers, Kingston, Ont. She was rebuilt at Garden Island, Ont. and converted to a tug boat: 120 x 20 x 5.5. The tug *Transit's* 1848 route required her to descend all the rapids on the St. Lawrence to Montreal, returning back via the canals. In the Spring of 1849, the ownership of the *Transit* was changed to Calvin, Cook & Co.

October 1850, in route on the St. Lawrence, the *Transit* wrecked in the Gallops Rapids, Quebec. Declared a total loss.

Uncle Sam: William Treat, Grosse Ile, MI., in 1832 built a sidewheel steamer with measures of 106' 6" x 23' 2" x 7' 4.5" with tonnage (Old Style): 170 5/95 . The steamer *Uncle Sam's* original owner was: Detroit, Monroe & Maumee Steamboat Co., Detroit, MI. She was first enrolled at Detroit, MI, April 01, 1833. Her engine was 60 horsepower, built by Jones, Dorr & Co's foundry. She was built for the passenger, package freight trade and her master was Captain Stiles (1833)

June 1833, while bound down from Cleveland, OH for Buffalo, NY, the steamer *Uncle Sam* broke her shaft. Captain Stiles and three crewmen attempt to go ashore at Conneaut, OH, Lake Erie for a new one. The yawl capsized off shore and the Captain and a crewman drowned. Her new master was Captain J. P. M'Kinstry (1834).

The *Uncle Sam* was lengthened and rebuilt and her enrollment measures at Detroit, MI updated to: 136' 6" x 23' 4" x 7' 4", 220 74/95 tons, May 02, 1834.

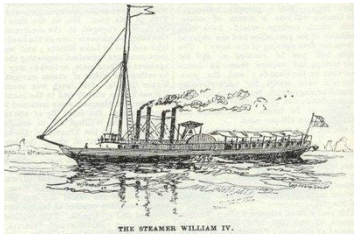
Masters of the steamer *Uncle Sam* were Captain J. M. Lundy (1835) and Captain McMillen (1836).

September 1836, the *Uncle Sam* and the sidewheel steamer *Commodore Perry* collided near Sandusky, OH. Both received damage. In May of 1837, the *Uncle Sam* had her machinery removed at Black River, OH and was converted to a brig. Her enrollment transferred to Buffalo, NY.

Master of the brig *Uncle Sam* was Captain Vail (1844-45).

In March 1846, while lying near the upper elevator, Buffalo Creek, Buffalo, NY, the brig *Uncle Sam* was struck by a freshet and had two shrouds carried away.

Master of the brig *Uncle Sam* was Captain C. J. Magill (1847). December 19, 1847, laden with lumber, the brig *Uncle Sam,* went ashore on Cunningham's Island (Kelly's Island) during a gale on Lake Erie. Total wreck.



William IV: Built by Jesse Wood, Gananoque, Ont. for John McDonald et al. in 1832. The wooden sidewheel steamer *William IV* was launched October 29, 1832. Her measures were: 140' x 25' x 10' with tonnage (Old Style) 450. Her engine was a vertical beam, low pressure with a 96" stroke, 100 horsepower, built by J. D. Ward & Co., Montreal. She was built for the passenger, package freight trade on Lake Ontario and the upper St. Lawrence River. Patterned after the Hudson River steamers, she ran Prescott, Ont. to Bay of Quinte ports. Her masters were Captain T. C. Thorn (1832), Captain Charles M'Intosh (1832), Captain Charles Paynter (1833-34), Captain Lonson Hilliard (1835-38) and Captain Jones (1839-40) with A. Starks (1837-38) as chief engineer.

In August of 1833, while on her way up the lake she broke her shaft, about 70 miles from Kingston. With the use of one wheel and sails she made it back to Kingston, and was laid up for a few days for repairs. In May 1834, shortly after leaving the port of Kingston, with 400 passengers aboard, the *William IV* broke her shaft again. She returned to port for repairs and to allow her passengers to proceed on their journey in the United States.

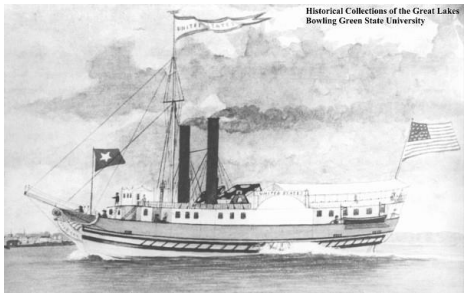
In June of 1835 the *William IV* and the sidewheel steamer *Sir James Kempt* (Canadian -built 1829) collided in Kingston Harbor as they both were approaching their wharfs. Later that month the *William IV* and the sidewheel steamer *St. George* (Canadian-1835) collided on the Lake Ontario, 26 miles out from Port Hope.

In August 1839 the *William IV* and the sidewheel steamer *Commodore Barrie* (Canadian-1833) collided on the Lake Ontario, 40 miles out from Kingston. In late October 1840, during a heavy gale on Lake Ontario, she took water so quickly that she was run ashore to prevent her sinking. Released.

In December of 1840, the sidewheel steamer *William IV* was auctioned off to A. Jones. He had the *William IV* stripped of everything on deck and fitted out as a steam tug to run between Dickenson's Landing and Kingston, on Lake Ontario, starting with the 1841 Spring season. Master of the tug *William IV* was Captain John Cowan (1841).

In 1845, ownership of the sidewheel steamer tug *William IV* was changed to Calvin & Breck, Garden Island, Ont. Her master *William IV* was Captain Day (1846). In November 1846, the *William IV* and the sidewheel steamer *British Queen* (Canadian -1846) came into collision on the St. Lawrence River. Both boats were damaged.

In June 1847, the *William IV* and the sidewheel steamer *Admiral* (C43483) came into collision in Toronto harbor. The *William IV* lost her wheelhouse and received other damage. For the next ten years she operated without incident. In April 1858 her engine was removed and she was offered for sale as a scow. There were no takers, so her owners beached at Garden Island and left to rot away.



United States: On October 8, 1832, H. Fitzhugh; Garrett Smith; Henry Van Rensellaer; et al. enrolled at Ogdensburg, NY their new wooden sidewheel steamer *United States.* Built by William Capes, Oswegatachie (Ogdensburg), NY, her enrollment measures were: 142' 2" x 26' 2" x 11' with tonnage (Old Style): 386 28/95. She

was powered by a vertical beam, low pressure (2), 40" bore x 96" stroke, 80 horsepower engines, built by William Avery, Syracuse, NY in 1833. She was the first steamer on the Great Lakes with two engines each with its own vertical beam. She was built for the passenger, package freight trade on Lake Ontario and ran Ogdensburg, Rochester and Lewiston, NY. Masters of the steamer *United States* were Captain Bates (1832) and Captain Joel F. Tyler (1833-34).

October 1837, ownership of the steamer *United States* was changed to the Ontario and St. Lawrence Steamboat Co., Secretary Collin A. Burnham, Ogdensburg, NY. Her master in 1837 was Captain James Van Cleve.

In November 1838, the master of the steamer *United States* took under her guard, two schooners both named *Charlotte,* whose occupants took control of the steamer to take part in the Patriots War of Rebellion in Prescott, ONT attack. The *United States* was fired on by *HMS. Experiment*, killing one. The steamer was seized by the United States government for violation of neutrality laws and her captain was arrested for participating in the attack and was fired by the owners.

The masters of the steamer *United States* were Captain L. Case (1839) and Captain William Williams (1842). For the remainder of her career, the *United States* only visited U.S. ports. She continued in operation until 1843, when she was retired and broken up.

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 x 3/5)) x Beam x 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

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

43nd 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, Cardinal Hall
July 26 & August 2, 2019

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

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

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

2020

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

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