

© 1957 Edwin Tunis

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

Ropewalk

The Newsletter for
Shipwrights of Central Ohio

June 2019

Next Meeting: July 20, 2019
"Mast Making" – Bill Nyberg

Table of Contents

<i>June Meeting</i>	1
Business	1
Ohio State Fair.....	1
4th Annual Model Shipbuilding Competition	
.....	1
Youth Model Building Workshop	1
Featured Artist	1
<i>Presentation</i>	2
Furniture & Fixtures.....	2
Ships on Deck:.....	2
<i>Pinnacle</i>	2
<i>Mayflower</i>	2
<i>Odds and Ends</i>	2
Building Tip.....	2
<i>Varathane</i>	2
<i>Flags</i>	2
Nautical Terms.....	3
Nautical Research Guild.....	4
<i>Other Notes: "Stuff", Tugs & Things</i>	4
Roanoke	4
Anne	4
Wooden Steamers.....	4
<i>Presentation Selection</i> :.....	13
<i>Events & Dates to Note</i> :	13

June Meeting

June, and most of you know that there are many reasons why you cannot make meetings. For your editor, it was my grandson's graduation Saturday evening on the West Coast. Cum Laude, BS Biomedical Engineer. "Cal Poly Proud".

That said, Alan and Lee took responsibility for the June Meeting. We had 10 in attendance, five from out-of-town. Lee did the presentation and how he worked that the City of Westerville lost power right after he finished. Humm. Here is the crew around the table.



Business

Ohio State Fair

4th Annual Model Shipbuilding Competition



Registration for the 4th annual ship modeling competition will close Thursday evening, June 20th, 2019. <https://ohiostatefair.com/arts-craft-fashion/>



Let's get those models entered. Requirements to enter: 1-Model must have been finished in the last 7 years; 2-Model must be to scale throughout; 3-You must be a resident of the State of Ohio.

Youth Model Building Workshop

Well we are ready. We have the kits and a 2-lane, inflatable race track. Jeff has provided 10 sanding boards, and I have scissors. All we need now is to have kids register.

The workshop for 8-10-year old will be Friday, August 2nd from noon to 2 PM. This will include building a sailboat and participation in a sailing competition.

Featured Artist

We are scheduled for the two Fridays, July 26th & August 2nd as part of the "Featured Artist Program".

Open positions still available: July 26th, 1-5 PM (one position); August 2nd, table monitors - two afternoon slots. Free ticket and parking for the fair.

Presentation

Furniture & Fixtures

Lee started his presentation, reminding everyone that the feature that brings the hull of a model ship to life is the detail fittings: hatches, poop lanterns, companionways, skylights, pin rails, guns, anchors, etc. A hull is the base, but the real quality is only appreciated when the details are fitted.

Many of the fitting required are available commercially, or you can build them from scratch and add additional details. Today with the ability to search the Internet and with CAD, the builder is able to design and build in 3D.

Commercially, detailed parts can be sourced from Bluejacket Ship Crafters, Syren Ship Models, Model Expo, to name a few. Parts can also be sourced, with a little research from the model train, auto and plane suppliers.

For historic ship models (Sail), Wolfram zu Mondfeld "Historic Ship Models" provides pictures that can be used for furniture and fixtures on your model. His book also covers early steam vessels. For later steam vessels, John Bowen "A Ship Modelmakers Manual". Both are available used and new through the Internet.

Ships on Deck:

Pinnacle

Dr. Mike Dowler



June 20, 2019

Mayflower

Stan Ross



Ready for the case and a piece of the rock.

Odds and Ends

Building Tip

Varathane

Varathane Weathered Wood Accelerator creates a weathered look on bare or untreated wood. It replicates the aging process that happens in nature by reacting with the wood to create a unique one-of-a-kind aged gray look. It works on all types of bare or untreated wood and is water-based for easy clean-up.



Check out your local hardware or lumber yard. I used it to age treat crates and barrels on my model of a Hudson River Sloop.

Flags

In the past, when I wanted to rig a flag on my ship model, I sourced it from BECC (www.becc.co.uk). In the restoration of the Hudson River Sloop *Victorine* I needed to position the model in a particular time frame. The *Victorine* sailed the Hudson River from 1848 -1879 so there were multiple flags available. I planned to have

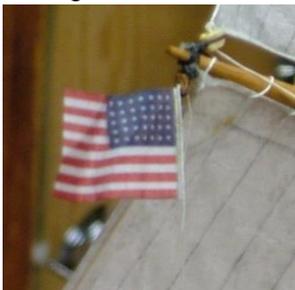
a carved Union soldier on deck with a missing right leg, returning home. That meant the flag had to reflect the time frame of the Civil War or just past.

In my research I found that there were three flags that represented the United States: a 33-star flag, 1859-1861; a 34-star flag, 1861-1863; and a 35-star flag 1863-1865. If you had been wounded in 1863 and lost a leg, by the time you had relearned how to walk with a crutch and been released from a hospital, it could be 1863-65. By-the-way, West Virginia was the 35th state and entered the Union in 1863, also, the stars on our flag also represent the states in the Confederacy. Removing the stars would be equivalent to recognizing the Confederacy as a separate country. Lincoln said "No".

Working at 3/16" = 1', a 3' x 5' flag would be 9/16" x 15/16. Using MS/Word, I copied an image found



on the Internet of a 35-star flag on to a blank 8 1/2" x 11" sheet of 20 lb. paper and centered it on the page. Using the format tool in Word, I reduced it to scale required then printed one side. Reversed and fed the printed sheet into my HP inkjet printer so that I ended up with a 2-sided aligned image. But the flag was too heavy using normal printing paper. Did some additional research at Staples and Blick Art Materials store and ended up with tracing paper at 25 lb. Trimmed the 9" x 12" to size to work in my printer and then re-printed the flag.



Nautical Terms

Kedge: A technique for moving or turning a ship by using a relatively light anchor known as a kedge. The kedge anchor may be dropped while in motion to create a pivot and thus perform a sharp turn. The kedge anchor may

also be carried away from the ship in a smaller boat, dropped, and then weighed, pulling the ship forward.

KeelL: The central structural basis of the hull.

Keelhauling: Maritime punishment: to punish by dragging under the keel of a ship.

Keelson: A baulk of timber or steel girder immediately above the keel that forms the backbone of a wooden ship. Chine keelson of more modest proportions are fitted at the junction of the floors and frames.^[1]

Kentledge: Weights (often scrap or pig iron) used as permanent high-density ballast.

Ketch: A two-masted fore-and-aft rigged sailboat with the aft mast (the mizzen) mounted (stepped) afore (in front of) the rudder.

Killick: A small anchor. A fouled killick is the substantive badge of non-commissioned officers in the RN. Seamen promoted to the first step in the promotion ladder are called 'Killick'. The badge signifies that here is an able seaman skilled to cope with the awkward job of dealing with a fouled anchor.

Kicking strap: 1. A rope, tackle or hydraulic ram running from the mast at or just above deck level to a point part-way along the boom of a yacht's mainsail or mizzen. Its function is to pull the boom down, flattening the sail in strong winds, reducing twist and preventing the boom from kicking up when running. 2. A chain rigged from the rudder to quarter, tightened when anchored, it relieves the pressure on the gudgeon pin.^[1]

King plank: The centerline plank of a laid deck. Its sides are often recessed, or nibbed, to take the ends of their parallel curved deck planks.

Kingston valve: A type of seacock (*q.v.*) designed so that sea pressure keeps it closed under normal operating conditions, but which can be opened from the inside of the ship, allowing seawater to enter internal fuel, water, or ballast tanks. Kingston valves can be opened to scuttle (*q.v.*) a ship.

Kissing the gunner's daughter: Bending over the barrel of a gun for punitive beating with a cane or cat.

Kitchen rudder: Hinged cowling around a fixed propeller, allowing the drive to be directed to the side or forwards to maneuver the vessel.

Knee: 1. Connects two parts roughly at right angles, e.g. deck beams to frames. 2. A vertical rubber fender used on push boats or piers, sometimes shaped like a human leg bent slightly at the knee

Knighthead: 1. A mitered backing timber which extends the after line of the rabbet in the stem to give extra support to the ends of the planks and the bowsprit. 2. A bollard or bitt. 3. Either of two timbers rising from the keel of a sailing ship and supporting the inner end of the bowsprit.

Knockdown: The condition of a sailboat being pushed abruptly to horizontal, with the mast parallel to the water surface.

Knot: A unit of speed: 1 nautical mile (1.8520 km; 1.1508 mi) per hour. Originally speed was measured by paying out a line from the stern of a moving boat; the line had a knot every 47 feet 3 inches (14.40 m), and the number of knots passed out in 30 seconds gave the speed through the water in nautical miles per hour. Sometimes "knots" is mistakenly stated as "knots per hour," but the latter is a measure of acceleration (i.e., "nautical miles per hour per hour") rather than of speed.

Glossary of Nautical Terms Wikipedia;

Nautical Research Guild

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

Other Notes: "Stuff", Tugs & Things

Roanoke



A pusher tug is designed exclusively for pushing and differs radically from a conventional tugboat. Common on inland waterways, they give the pilot more control over the tow. With the barge fixed securely to the bow of the pushboat, the pusher and barge become a unit and essentially are as maneuverable together as a long ship.

Pusher tugs tend to have boxy, beamy hulls which give them more capacity for fuel and greater engine power for length. The need for a hydrodynamically shaped bow is reduced because the barge forward breaks water and acts as the bow.

This pusher tug is the *Roanoke*, owned by Interstate Barge Company and homeported in Beaufort- June 20, 2019

Morehead City, NC. Built at Houma, LA in 1966, measures were 97'2" x 33' x 8' 2" and rated at 1900 horsepower. She is shown pushing an oil barge on the Delaware River. Her twin stacks indicated twin diesel engines.

The *Roanoke's* barge is unmanned and is fairly typical design for transporting oil.

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

Anne



The *Anne*, built at Port Arthur, TX in 1942, by Gulfport Boiler and Welding and launched as the *Mars* for M.V. Butcher-Arthur, Inc. of Houston, TX. Her measures were 65.5' x 18' x 9.2' and rated at 81 GRT (gross Tonnage), 31 NT (net tonnage).

Originally fitted with an Atlas Imperial engine rated at 400 horsepower and primarily worked on inland waters.

In the 1950's, the tug was acquired by Tucker Towing and renamed the *Joseph P. Tucker*. Tucker Towing was purchased by Oliver Transportation, Philadelphia, PA and used her to move their coal barges to the Delaware River power plants. She was renamed the *Anne* after a clerk named Anne Kaiser. The photo above shows her pushing a coal barge.

Anne was repowered in 1972, with a new engine and a steering nozzle (no rudder). She was later acquired by Bay Towing, Norfolk, VA and renamed *John L. Roper II*. She was then acquired by Robbins Maritime of Norfolk and renamed *Bay Hawk* and had her wheelhouse cut down.

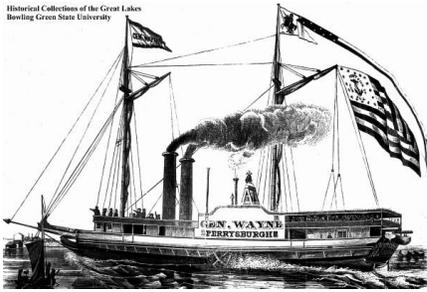
Later acquired by Commonwealth Marine Towing of Norfolk, VA she was renamed *Hawk*. She was eventually acquired by Blaha Towing Co. of Suffolk, VA and renamed *Hill Carter*.

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

Wooden Steamers

1837

Historical Collections of the Great Lakes
Bowling Green State University



General Wayne: On August 8, 1837, the new wooden sidewheel steamer *General Wayne* was enrolled at Perrysburgh, Ohio. Built at the J. H. Hollister & Co. yard, Perrysburgh, OH by Master Carpenter Samuel L. Hubbell for the Perrysburgh & Miami Steamboat Co. Her measures at enrollment were 156' 6" x 25' 9" x 10' 3" with tonnage (Old Style): 390 46/95. Her engine: high pressure, 27" bore x 36" stroke, 120 horse power, built by Hathaway & Co. in 1836. She was built for the passenger, package freight trade and ran between Perrysburgh-Toledo, OH to Buffalo, NY, on Lake Erie. Her first master was Captain Amos Pratt from 1837-39.

The Perrysburgh & Miami Steamboat Co. renamed the sidewheel steamer *General Wayne*, the *Anthony Wayne* in 1839.

While moored at her wharf in Sandusky Bay, she caught fire, May 24, 1843. Repaired.

Her masters were Captain Lester Cotton (1843), Captain Lester H. Scott (1844), and Captain Alonzo D. Perkins (1845-46).

In April 1848, ownership of the steamer *Anthony Wayne* was changed to Charles B. Howard & Co. Detroit, MI. In May of that same year, the steamer *Anthony Wayne* lost her upper deck house when hurricane force winds struck Detroit, MI. Repaired.

During winter layup, the *Anthony Wayne* was rebuilt at Trenton, MI by D. W. Donahue. Her enrollment measure were changed to: 155' x 27'4" x 10'; 400 80/95 grt. She also received a 150 horse power, horizontal crosshead engine built by Old's & Co., Sandusky, OH & rebuilt by James Menzes and new boilers built by Wolcott, Detroit, MI. Masters of the steamer *Anthony Wayne* were Captain J. T. Pheatt (1849), Captain E. C. Gore (1850) with J. Watson (1849) and J. Ellmore (1850) as engineer.

In January 1850, while moored at the John Chester & Co. dock on the Detroit River the steamer *Anthony Wayne* was stove and sunk by floating ice. She was raised and repaired. Early in the 1850 season (April 28th), the steamer *Anthony Wayne*, bound from Toledo, OH for Sandusky, OH, Cleveland, OH and Buffalo, NY,

with about 30 passengers from Toledo, OH and 40 more from Sandusky, OH, she had both starboard boilers explode just below Vermilion, OH, Lake Erie and some eight miles off shore. The steamer caught fire and sank with thirty-eight lives lost.

Saginaw: A wooden sidewheel steamer, built at Sandusky, OH, builder unknown, in 1837 had a tonnage rating: 150 (Old Style). She was equipped with a high-pressure steam engine built by Camp & Johnson, Sandusky, OH. She was built for the passenger, package freight trade and was intended to run between Detroit, MI and Saginaw. Her first master in 1837 was Captain McKenzie.

The sidewheel steamer *Saginaw* was renamed *Rhode Island* and enrolled at Detroit, MI, April 10, 1838 with measures: 2 decks, 2 masts, 116.5' x 17.5' x 8.83'; tonnage (old style) 164.37. She was owned by E. Morse & Co., Detroit, MI; Julius Eldred et al, Detroit, MI, and ran between Detroit, MI and Cleveland, OH. Her master in 1838 was Captain Joy.

The steamer *Rhode Island* was listed for sale, February 1840. Her enrollment was changed in April 1843 at Detroit, MI, listing ownership to John Robinson, Detroit, MI, with rebuilt measures of: 140' x 19.1' x 7.8', at 210.71 tons (old style). She was renamed *Saint Clair*. Her masters were Captain Burnet (1843) and Captain I. T. Pheatt (1844).

Ownership of the steamer *Saint Clair* was changed to Albert Ives, et al, Detroit, MI. July 10, 1843.

Ownership of the steamer *Saint Clair* was changed to John Robinson, Detroit, MI, March 04, 1845. In November 1846, the steamer *Saint Clair* was struck on her larboard bow by the sidewheel steamer *Red Jacket* (US-1838) and sank in the Detroit River between the city of Detroit and Lake St. Clair. She rested with her stern in 18 feet of water. Raised and repaired.

Ownership of the steamer *Saint Clair* was changed September 22, 1847 to William Kelly, Detroit, MI. The master of the steamer *Saint Clair* was Captain J. Raymond (1849).

Ownership of the steamer *Saint Clair* was changed August 8, 1850 to John Watkins, Detroit, MI. The ownership changed was the last enrollment entry for the steamer *Saint Clair* listed at Detroit, MI. Her final disposition in unknown.

In March 1866, The Buffalo Daily Courier carried a story of the sidewheel steamer *Saint Clair* lying at a wharf at Detroit and her owners "Flower & Bro." intending to put in a new engine, converting her to a propeller.

Telegraph: Built by A. Sprague, Dexter, NY for Judge Jones et al, and enrolled at Sackets Harbor, NY, May 09, 1837, the sidewheel steamer *Telegraph* has measures" 131' x 18' 9" x 8' 4" with tonnage (Old Style) of 196 76/95. Her engine was low pressure, rated at 38 horsepower. She was built for the passenger, packet freight trade ran from Oswego, Niagara, Ogdensburg and Rochester, New York and Kingston, Ont.

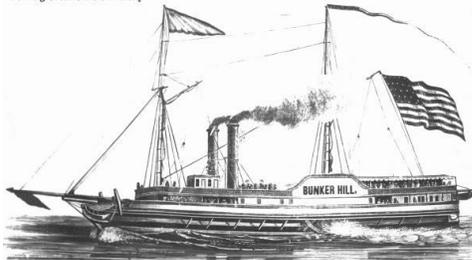
May 28, 1838, the steamer *Telegraph* was attacked by a mob and fired upon at Brockville, Ont. evidently in retaliation for the burning of the Canadian sidewheel steamer *Sir Robert Peel* at Wellesley Island, St. Lawrence River.

August 18, 1845, her enrollment was changed to Oswego, NY. Master of the steamer *Telegraph* was Captain Ira Abbott (1849).

April 27, 1850, her enrollment was changed to Detroit, MI. Master of the steamer *Telegraph* was Captain Pidgeon (1852).

In 1852, the steamer *Telegraph* caught fire and burned at Turtle Island Light, Maumee River. Repaired, she was used as a towboat on the Maumee River and abandoned in 1853.

Historical Collections of the Great Lakes
Bowling Green State University



Bunker Hill: A wooden sidewheel steamer built in 1837 by Fredrick N. Jones, Charleston (Black River), OH for Walter Joy & Co., Erie, PA She was enrolled at Cleveland, OH, May 04, 1837 with measures: 154.3" x 28.3' x 11.5' with a tonnage (Old Style) of 457.31. Her engine was a horizontal high pressure cross-head, 26" bore X 96" stroke, built by Worden & Denney, Pittsburgh, PA, driving a 24-foot sidewheel. Rated at 150 HP. She was built for the passenger, package freight trade between Buffalo, NY and Chicago, IL. Her master from 1837 to 1846 was Captain D. P. Nickerson.

May 12, 1837, the steamer *Bunker Hill* collided with steamer *Cincinnati* (US-1836) off Huron, OH, Lake Erie while east bound. April 23, 1838, the steamer *Bunker Hill* was driven ashore on Horseshoe Reef, Long Point, Lake Erie, in a blizzard and gale. Released.

October 1838, her ownership shares were changed to Richard Winslow, N.C. Winslow, John A. Allen, Wm Largent, E.T. Sterling, R.W. McNeil, R.M. Thompson, L. Kindall, C.L. Camp, Morse & Dodge, H.W. & R. Clark, Joy & Webster.

In April 1839, ownership shares were transferred to Walter Joy, G.B. Webster of Buffalo, NY; Richard Winslow, N.C. Winslow, R.M. Chapman, Wm Shepherd, John Whalen, S.S. Kindall, H.W & M. Clark, R.W. McNeil, C.S. Camp, J.G. McCurdy of Cleveland, OH; E. Ely, Elyria, OH; D.T. Baldwin, Charleston, OH; J.L. Whiting, Detroit, OH; John Allen & Co, Rochester, NY; et al.

In October 1843, while up-bound for Chicago, IL, the steamer *Bunker Hill*, collided with the propeller *Independence* (US-1843), down bound with a cargo of wheat, 20 miles south of Milwaukee, WI on Lake Michigan. Both vessels made Chicago, IL for repairs. In June 1846, the *Bunker Hill* collided with brig *Fashion* (US9189), off Madison Dock, OH. Lake Erie, staving in bow and part of larboard wheel housing. The cabin on upper deck was also ripped off. Repaired.

Master of the sidewheel steamer *Bunker Hill* was Captain J. G. Nickerson. (1847-48). In June 1847, the steamer *Bunker Hill* collided with propeller *Princeton* (US-1845), off Conneaut, OH, Lake Erie. Damaged slight.

July 12, 1847, ownership of the steamer *Bunker Hill* was recorded changed to Ohio Navigation Co., Sandusky, OH (Alexander H. Barber, President); Thomas (Barber or Burton), Nathaniel Beebe, Ashtabula, OH; William Law or Lewis, Rufus L. Pratt & Co., New York. Five days later, the steamer *Bunker Hill* collided with steamer *General Scott* (US-1839), while entering Sandusky, OH. In August of 1847, the steamer *Bunker Hill* broke her shaft while running between Cleveland, OH and Buffalo, NY. Repaired. Then on May 10 of the following year the steamer *Bunker Hill* broke her cylinder head and piston, 2 miles west of Cleveland, OH. She was towed to Detroit for repairs.

April 1849, ownership of the steamer *Bunker Hill* was changed to Gouverneur Morris, Brest, MI who placed her on the Sandusky, OH to Detroit, MI run. Master of the steamer *Bunker Hill* was Captain Gouverneur Morris. (1849-50)

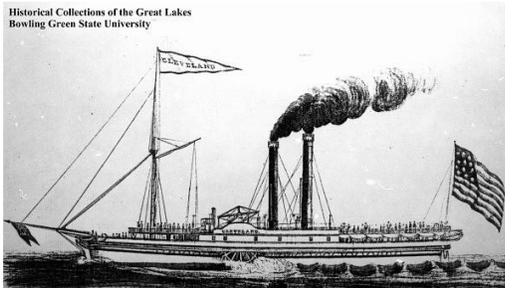
In September 1850, ownership of the steamer *Bunker Hill* was changed to J.B. Scott, Cleveland and Tonawanda Company. She was used to tow vessels up the Niagara River. While docked at Tonawanda, NY, the steamer *Bunker Hill* caught fire and burned to water's edge. September 2, 1851, she was declared a total loss. There was no insurance on the vessel.

Burlington Built at Oakville, ONT for Colonial Chisholm in 1837 for the passenger/ package freight trade between Toronto and Dundas, Ont, Lake Ontario. Her engine was built by Niagara Harbour & Dock Co. Her master was Captain John Gordon (1837).

In 1840, ownership of the steamer *Burlington* was changed to D. Bethune, Toronto, Ont. During Winter layup, March 1841, the *Burlington*, lying at her wharf at Toronto, caught fire and burned.

Ownership of the *Burlington* was changed to H. & S. Jones and Hooker & Henderson in April 1841. The vessel will be repaired at the Dock. Late in April 1841, the steamer *Burlington*, while lying at Queen's wharf, Toronto, caught fire and before the flames could be subdued, the forepart of the boat burned to the water's edge and the vessel sank.

In 1847, the hulk of the steamer *Burlington* was raised and rebuilt by Robert McCulloch, Toronto, as a 98' x 18' x 9'; 122-unit tons, 3-masted schooner for Daniel Kehoe & Thomas Brunskill, Montreal & Toronto. Final disposition unknown.



Cleveland First enrollment of the wooden sidewheel steamer *Cleveland* was enrolled at Cleveland, OH. October 12, 1837. Built by Fairbanks Church, Huron, OH for Griffith, Beebe, Allen & Co, she had measures off: 180' x 29.9' x 11.7' with a GRT of 579.86. She had a Vertical Beam, low pressure engine with a 56" bore x 120" stroke, built by West Point Foundry, New York. The wheels were 24 feet in diameter. The *Cleveland* was built for the passenger, package freight trade and ran from Cleveland, OH to Detroit, MI. She cost \$85,000 to build and furnish. Master of the steamer *Cleveland* was Captain Asa E. Hart. (1837 - 43)

May 9, 1838, while down bound on Lake Erie, the steamer *Cleveland* broke a strap connecting the walking beam to the descending piston. The piston dropped without check and broke the lower part of the cylinder and the condenser. She was towed into Dunkirk

NY by the U.S. steamer *Barcelona* for repairs. (05/09/1838)

In August 1843, returning from an excursion, the *Cleveland* struck a sunken rock on her trip westward on Lake Erie. Repaired. During 1842-43 winter layup, the steamer *Cleveland* underwent a thorough overhaul and repair, with an upper cabin added.

Ownership of the steamer *Cleveland* was changed to John M. Woolsey, Cleveland, OH, managing owner, May 18, 1843.

June 17, 1844, her ownership was changed to Henry Sizer, Buffalo, NY; George Tift, Buffalo, NY; and Captain Morris Hazard, Buffalo, NY. Master of the sidewheel steamer *Cleveland* was Captain Morris Hazard (1844-45)

Entering Chicago, IL harbor, Lake Michigan, July 25, 1844, the steamer *Cleveland*, broke her tiller rope, and collided with the steamer *James Madison*. The anchor of the *Cleveland* caught the *Madison's* wheelhouse damaging it. The *Cleveland* broke her bow chains and had some of her paint damaged. Repaired.

April 24, 1845 Ownership of the sidewheel steamer *Cleveland* was transferred to: Henry Sizer, Buffalo, NY; and Capt. Morris Hazard, Buffalo, NY.

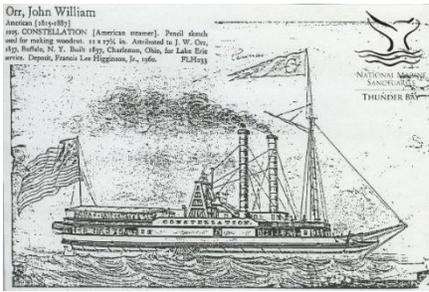
March 24, 1846, ownership of the steamer *Cleveland* was transferred to: Henry Sizer, Buffalo, NY; William O. Brown, Lockport NY. Master of the *Cleveland* was Captain Henry H. Sizer.

On April 13, 1847, ownership of the steamer *Cleveland* was changed to Richard Sears, Buffalo NY; John M. Griffiths, Buffalo, NY; and John L. Edmonds, Monroe, MI. Her master for the 1847 season was Captain John L. Edmonds.

July 1847, ownership of the steamer *Cleveland* was changed to Captain O. Shepard. He was her mater for the remainder of 1847 through 1849.

In August 1847, during high winds, the brig *Modegan* collided with the sidewheel steamer *Cleveland*, off the islands in Lake Erie. Damage was done to the upper works. Damage cost \$400 to \$500. Repaired.

The sidewheel steamer *Cleveland* ran between Buffalo, NY and Tonawanda, NY on the Niagara River, and was used for towing vessels up the rapids. While in lay-up at Tonawanda, NY, Niagara River, May 1854, the steamer *Cleveland* caught fire and burned to a total loss. No lives lost.



Constellation April 1, 1837, Edward Gillmore, Charleston (Black River), OH, launched the wooden sidewheel steamer *Constellation*, built for Augusta Jones et al. Her measures were: 150.5' x 28.5' x 12.1', with tonnage (Old Style) 483.61. She was equipped with a walking beam, crosshead, low pressure engine with 44" bore x 120" stroke, rated at 120 horsepower and originally built by Birbeck & Co. in 1824 for the Hudson River *Constellation* and rebuilt by Allaire Works, NY in 1837. She was built for the passenger, package freight trade, running between Buffalo, NY and Chicago, IL. Her master was Captain J. H. McQueen (1837).

July 1837, her ownership was transferred to Andrew Cochrane et al.

April 1838, ownership of the steamer *Constellation* was transferred to Rufus C. Palmer et al. For the 1838 season, master of the steamer *Constellation* was Captain Gager

October 1840, up bound on Lake Erie, the steamer *Constellation* broke her machinery near Point Do Chein, Dunkirk NY. Repaired.

For the 1842 season, master of the steamer *Constellation* was Captain Hazard. During a gale, December 1842, the steamer *Constellation* was laid to for 48 hours, at Middle Sister Island, Lake Erie, with her engine crippled. She succeeded in getting into Detroit safely.

Master of the steamer *Constellation* for the 1844 season was Captain J. M. Lundy. August 14 of that year, ownership of the steamer *Constellation* was changed to Stephen Appleby, Buffalo, NY.

Prior to the 1846 season, ownership of the steamer *Constellation* was changed to Stephen Clark, Buffalo, NY. July of that year, the steamer *Constellation* went aground at Fighting Island, Detroit River. Released.

June 1847, the steamer *Constellation* collided with and sank the scow schooner *Rough and Ready* (US – 1847) off Ashtabula, OH, Lake Erie.

She was dismantled and abandoned in 1848.

Constitution At Cleveland, OH, on July 6, 1837, Gillman Appleby et al., enrolled their new wooden sidewheel steamer *Constitution*, built by G. W. Jones at Conneaut, OH. The enrolled measures were: 104.7' x 28' x 11.8' with a tonnage (Old Style) of 442.5. She was equipped with a 130-horsepower high pressure engine and was to be used in the passenger/package freight trade. Her first master was Captain Appleton

On March 12, 1838, the owners of the steamer *Constitution*, along with the proprietors of the Commercial Line, Transportation Line and the Telegraph Line of canal boats united their interests for the purpose of conducting a general forwarding and commission business on the Erie and Ohio canals and the western lakes under the name "Western Transportation Company".

In May 1838, the steamer *Constitution*, while laying at the wharf at Buffalo, NY, was struck and damaged by the steamer *United States* (US – 1835). In June of the same year, up bound, the steamer *Constitution* broke her shaft between Cleveland and Huron on Lake Erie. She was towed to port for repairs.

At the end of the 1841 season, ownership of the steamer *Constitution* was changed to Morris Hazard, Buffalo, NY, et al.

Ownership change was recorded September 14, 1842 for the steamer *Constitution* to Oliver Lee, Silver Lake, NY, et al. On the 22nd of that month additional shares were issued to George Davis, Buffalo, NY, et al.

The steamer *Constitution* went aground in Misery Bay, Erie, PA, Lake Erie, December 07, 1842. Released.

April 25, 1843, ownership change was recorded for the steamer *Constitution* to S. L. Petrie & Co., Cleveland, OH; David Camp, managing owner.

June 15, 1843, the steamer *Constitution* broke her shaft off Silver Creek, near Buffalo, NY, Lake Erie.

At 7:30 AM, May 15, 1846, a freshet on the Buffalo Creek broke loose and swept 22 steamboats, brigs and schooners before it. In that flood of ice and water, the steamer *Constitution* was damaged when her bulwarks were stove in. Repaired.

In October 1847, her ownership was changed to Captain John Vail, Buffalo, NY; Isaac Pheatt, Toledo, OH; & Edward Bronson, Monroe, MI.

On April 5th, 1848 her enrollment shows that ownership of the steamer *Constitution* was changed to Tunis Van Brunt, Detroit District, MI.

After 12 years of service, the sidewheel steamer *Constitution* was abandoned in 1849.

Erie Fairbanks Church, Detroit, MI, built in 1836, for John Ballard et al, Detroit, MI, a wooden sidewheel steamer. She was enrolled late in the 1836 shipping season with measure: 120.3' x 18' x 7.2' and a tonnage (Old Style) 149 35/95. She was built for the passenger ferry trade on the Detroit River and equipped with a 55 horsepower, vertical beam, low pressure engine.

Ownership of the sidewheel steamer *Erie* was changed to John Y. Petty, et al, Detroit, MI. (05/22/1837)

Ownership of the sidewheel steamer *Erie* was changed to Pease, Chester & Co. et al, Detroit, MI (04/26/1838)

The steamer *Erie* was chartered by the U.S. Government as a patrol boat on the Detroit River during the Canadian Rebellion of 1837-38.

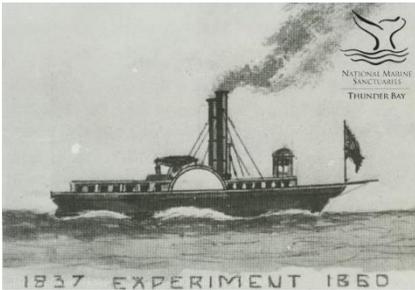
In May 1838, the steamer *Erie* broke her machinery on Lake Erie. Repaired.

Her master for the 1839 season was Captain Edwards.

Ownership records for 1840 show a transfer to William T. Pease, et al, Detroit, MI.

In December 1842, the steamer *Erie* sank in nine feet of water off Mt. Clemens, MI, in Lake St. Clair after being cut through by ice. She was raised and repaired.

March 9, 1844, near Malden, Ont., south of Windsor on the Detroit River, the steam boiler on the steamer *Erie* exploded and the steamer was destroyed by fire.



Experiment In 1837, John Lockhart, Hamilton, ONT. commissioned the Niagara Harbour & Dock Co., Niagara, Ont. to build a wooden sidewheel steamer to be named *Experiment*. She had measures of: 95.3' x 14' x 7.4' with a unit tonnage of 38.8 and was equipped with a side lever engine built by Niagara Harbour and Dock with a 27.8' bore x 60" stroke. She was built for the passenger, package freight trade on Lake Ontario between Toronto and Hamilton, Ont., about 45 miles. Her master for 1837 was Captain Thomas Dick.

Her ownership was changed to the Canadian Government and she was renamed *HMS Experiment*. She was armed as a gunboat in the "Fenian troubles" and patrolled Lake Ontario and the St. Lawrence River. Her masters were Lieutenant Derryman, R.N. (1838) and Lieutenant William N. Fowell, R.N. (1838). In November 1838 *HMS Experiment* took part in the Battle of the Windmill and drove the steamer *United States* back into Ogdensburgh, NY.

In 1843, the steamer *HMS Experiment* under the command of Lt Commander James M. Boxer was stationed on Lake Huron. In 1844, under the command of Lt. Harper, she was stationed at Penetanguishene, Ont., Lake Huron.

Released by the Canadian Government in 1847, her ownership was changed to T. Walters and renamed *Experiment*.

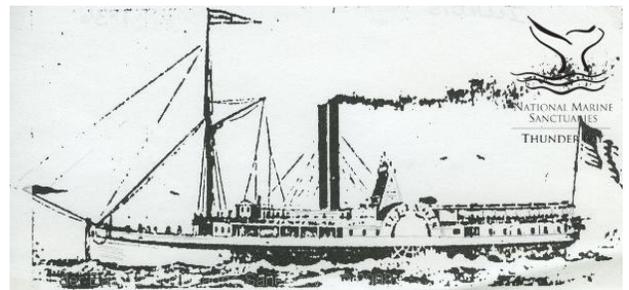
In 1848, while entering into Port Huron, the steamer *Experiment* struck. She turned around and returned to Buffalo for repairs.

In 1855 she ran between Kingston, Ont. and Wolfe Island, at the mouth of the St. Lawrence River, under Captain Thomas Davis as master.

In July 1858, now working as a steam tug, with the schooner *Phalarope* in tow, bound up, was struck by the propeller *Wabash Valley*, near Mammy Judy Island, Detroit River, on the starboard side carrying away her wheelhouse, demolishing her wheel, smashing her guards and injuring her machinery.

November 1859, the steam tug *Experiment* sank in the south pass of the St. Clair Flats, St. Clair River.

In July 1861, her usefulness exhausted, the sidewheel steam tug *Experiment* was abandoned and "broken up".



Illinois Charles Worth, Detroit, MI, in 1836 built for Oliver Newberry, Detroit a barge, launched in December. After one trip, the barge *Illinois* was converted to a wooden sidewheel steamer at Detroit, MI for the passenger, package freight trade. At her first enrollment, in 1838, at Detroit, MI she had measures of: 205' 6" x 29' 2" x 13' 1" and a tonnage (Old Style) of 755 20/95. Her

engine was a crosshead, low pressure, 56" bore x 120" stroke, built by James P. Allaire, New York.

Masters of the steamer *Illinois* were Captain Chesley Blake (1839) and Captain Archibald Allen. In April 1839, the steamer *Illinois*, returning from Malden (Amherstburg), Ont., collided with the down bound sidewheel steamer *Rochester* (US – 1838) on the Detroit River. Both vessels were damaged. On October 22, 1839, fully laden with passengers and freight for Chicago, IL, the steamer *Illinois* broke one of her shafts and damaged her machinery off Fairport, OH, Lake Erie. She was taken in tow by the steamer *Rochester* (US – 1838) to Grand River, OH for repairs.

In April 1841, bound for Chicago, IL, the steamer *Illinois* collided with the down bound steamer *Great Western* (US-1838) 8 miles south of the Manitou Light, MI, Lake Michigan. Both vessels repaired.

At the end of the 1849 season, the steamer *Illinois* was laid up at the Oliver Newberry Dock, Detroit, MI. Her engine was removed and would be installed in another steamer yet to be built. She caught fire in 1853 and the flames were extinguished before much damage was done. Her removed engine was installed in the new sidewheel steamer *Illinois* (U12094) launched in 1853.

In 1861, ownership of the hull was changed to Captain McAlpine, Detroit, MI for freighting lumber. The hull of the old steamer *Illinois* was raised from where she had been abandoned and sank at the lower end of Detroit, and towed to Stupinsky's Shipyard, Detroit, MI for repairs.

In 1863, ownership of the steamer hull *Illinois* was changed to John Stupinsky, Detroit, MI. She was rebuilt as a propeller steambarge at Detroit, MI and enrolled with measures: 1 mast, 1 deck, no figurehead, 159' x 27' 8" x 5' 6"; 228 8/95 tons (Old Style).

In April 1864, ownership of the steambarge *Illinois* was changed to William E. Warriner, Detroit, MI. Before the start of the 1865 season, the steambarge *Illinois* was readmeasured 158 x 28 x 6; 195.03 grt.

The steambarge went through a number of owners starting with a transfer to Sarah Kelly & William E. Warriner, Detroit, MI in September 1865, George Ives et al, Detroit in April 1866 and finally transferred to Ives & Co. Windsor, Ont. in 1868 with her master of the steambarge *Illinois* as Captain William H. Rowan.

In September 1868, unable to maintain steam due to inferior coal, the steambarge *Illinois*, laden with 16,000 feet of lumber, became unmanageable during a storm on Lake Huron, off Port Austin, MI. She foundered and sank with no lives lost.

Macomb (also called General Macomb) was built by W. Dixon, Mt. Clemens, MI for Weeks, Allen et al, Detroit, MI in 1837. She was a wooden sidewheel steamer with first enrollment at Detroit, October 10, 1837 with measures: 91' 6" x 17' 6" x 6' 9", tonnage 101 73/95 (Old Style). Her engine was high pressure with details and builder unknown. The Macomb was built for the passenger, package freight trade. Her master in 1837 was Captain Allen.

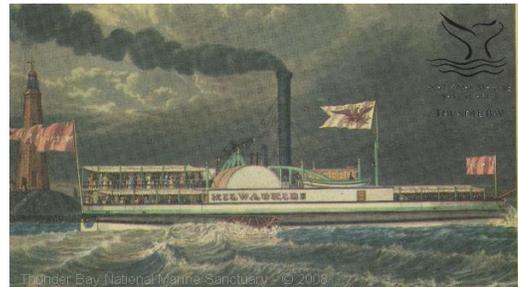
Ownership of the steamer *Macomb* was changed to C. Clemens et al, Mt. Clemens, MI. in April 1838. In July 1838, the steamer *Macomb* (*General Macomb*) was stolen by pirates from her wharf at Detroit and used to ferry a large group of vandals to Port Sarnia, Ont. with plans to attack London, Ont. After her recovery, the steamer *Macomb* was chartered to cruise the Detroit and St. Clair Rivers.

Her ownership was changed to Sylvester F. Atwood, Mt. Clemens, MI. in the early spring of 1839. The steamer *Macomb* maintained a daily service between Maumee and Detroit, MI. In May of that year the *Macomb* was lengthened 16 feet at Detroit and had her enrollment measures changed to: 107' 2" x 17' 6" x 6' 9"; 104.07 tons (old style).

In May of 1843, her ownership was changed to G. W. Strong, Monroe, MI. Down bound from Detroit for Toledo on the Detroit River in November 1843, the steamer *Macomb*, broke her wheel and was driven ashore at Malden, Ont. Repaired.

The last notice, in May 1845, on the steamer *Macomb* stated she was to be rebuilt and furnished with a new engine for the Detroit to Toledo route.

Her final disposition is listed as "unknown".



Milwaukie Built for the passenger, package freight trade between Buffalo, NY and Milwaukee, WI by Peter Hotaling, Grand Island, NY in 1837. Her owner, William Kimble, Buffalo, NY enrolled the wooden sidewheel steamer *Milwaukie* November 11, 1837 with measures: 172' x 24' x 10' 1" and tonnage (Old Style) 401 40/95. She was equipped with a vertical beam engine, 126"

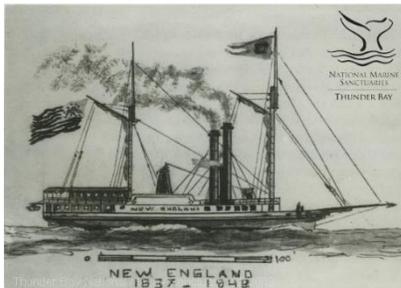
stroke, 112 horse power, built by West Point Foundry Co., New York, NY. Her sidewheels were 26 feet in diameter and she could accommodate 150 passengers. Her master for the 1837 season was Captain Morris Hazard.

The steamer *Milwaukie* was chartered to the Canadian colonial government as *Sir John Colborne*, for use as a patrol boat in the Patriot War, from November 1838 to 1839.

At the end of the charter in 1839, her ownership of the steamer *Milwaukie* was changed to Morris Hazard, Buffalo, NY; Solomon Juneau, Milwaukee, WI; et al. In September, the steamer *Milwaukie*, bound from Buffalo for Milwaukee, disarranged her walking beam during a gale on Lake Erie and returned to port for repairs.

The sidewheel steamer *Milwaukie* was laid up for the winter of 1840-41 at Buffalo and she stayed at layup until July 1841. In July, men in the pay of the Milwaukee owner slipped aboard and took the steamer out into the lake and then on to Milwaukee, WI. The steamer *Milwaukie* ran aground on the bar entering Milwaukee harbor and stayed aground until November 1841 before being released and laid up for the winter.

Ownership of the steamer *Milwaukie* was changed to Oliver Newberry, Detroit, MI in 1842. Her master that year was Captain Whittemore. In November of that year, the steamer *Milwaukie* stranded off the mouth of the Kalamazoo River, MI, Lake Michigan. The *Milwaukie* anchored to wait out a freezing gale. Her fires were drowned and she drifted onto the bar and broke in two. Nine lives lost. Her machinery was later salvaged and installed in the steamer *Nile* (launched in 1843). The hull of the *Milwaukie* was scrapped.



New England Bidwell & Banta, Black Rock (Buffalo), NY, Jack Banta, master carpenter built for Robert Gillespie et al, Buffalo, NY. A wooden sidewheel steamer named *New England*. At enrollment, May 26, 1837, Buffalo, NY, she was listed with measures: 148.8' x 26.3' x 11.4' and tonnage (Old Style) 416 23/95. She

was equipped with a low-pressure engine, 60 horsepower, built by Robert McQueen Works, New York City, and originally installed in the sidewheel steamer *Henry Clay* (US – 1825). Her boilers were built by John Newman, Buffalo, NY. She was built for the passenger, package freight trade and her first master for the 1837 & 38 season was Captain C. Burnett.

In May 1837, while making her way to Buffalo harbor, the steamer *New England* was drawn by the current into a recent breach in the works of the harbor and lodged upon a lower portion of the pier. Released. In July of that year, the steamer *New England* while exiting the harbor at Dunkirk, NY was struck by the sidewheel steamer *New York* (US – 1833) about 20 feet from the bow-sprit on the larboard side damaging her guards, timbers, planking and deck. Repaired.

Early in the 1838 season, while down bound, the steamer *New England* ran aground in the Detroit River. Released. Late in the 1838 season, the steamer *New England* was driven ashore 7 miles below Fairport, OH, Lake Erie, during a gale. Her crew threw over board 400 to 500 barrels of flour from her cargo of 1,500 barrels to lighten and release her.

Her ownership was changed to James C. Oatman, Buffalo, NY in October 1839. Crossing Saginaw Bay in a severe storm, the steamer *New England*, lost a wheel. Repaired.

Late in the 1849 season the steamer *New England* had her machinery disabled on Lake Erie. Repaired at Fairport, OH.

In January 1846 her ownership was changed to Charles Cook & Co., Buffalo, NY. (01/18/1846)

In 1848, the steamer *New England* was abandoned in Buffalo Creek, New York.

Sir Robert Peel A 1837 Canadian built wooden sidewheel steamer was launched May 5, 1837 at Brockville, Ont. Built by William Parkins of Brockville for H. & S Jones of the same city. Her measures were 153' x 20' x 4' with a tonnage (Old Style) of 350. Her engine was a vertical beam, horizontal, low pressure, 32" bore x 120" stroke, built by Ward & Co., Montreal, P.Q. Her shafts and cranks were made from malleable iron, fabricated in Glasgow, Scotland. She was built for the passenger trade with 75 standing berths and a dining cabin. Originally designed to run on the St. Lawrence River, Prescott, Ont. to Coteau du Lac, P.Q. upon the completion of the Long Sault canal. She ran as an

opposition boat Prescott-Oswego-Cobourg-Toronto. Her master for 1837 & 38 was Captain A. B. Armstrong.

In May 1838, the steamer *Sir Robert Peel*, while racing the sidewheel steamer *Great Britain* between Kingston and Owego, caught fire which was quickly extinguished. Both vessels were reported to be using a product (*Peel* -Turpentine, the *Britain* - tallow) to provide a hotter fire for more steam and a faster passage. The *Sir Robert Peel* made it into harbor under her own power and with all her passengers.

Late May 1838, bound up from Prescott, Ont., the steamer *Sir Robert Peel*, with 80 passengers and twenty crew, loading wood for her boilers near Well's Island, NY, St. Lawrence River, were attacked by a party of about 40 men who drove the passengers and crew ashore, robbed her of \$100,000 in specie then set fire to the boat and totally destroyed the vessel. Eight persons, 7 Canadians and one American were arrested. The second mate was badly burned while escaping the vessel.

In the fall of 1958, the remains of the steamer *Sir Robert Peel* was found lying in 135 feet of water in the main channel of the St. Lawrence River near the Thousand Island Bridge.

Star Built for the passenger trade, between Cleveland, OH and Detroit, MI with stops at Toledo, OH, in 1837, at Clinton River, Belvidere, MI, for Thomas H. Peck et al, Detroit, MI. The *Star* was a wooden sidewheel steamer with measures when enrolled at Detroit, MI, September 20, 1838 of: 108' x 18' x 7' and tonnage (Old Style) of 128 62/95. She was equipped with a 45-horsepower engine built by Steam Furnace Works, Cleveland, OH.

September 1838, ownership of the steamer *Star* was changed to Jabesh M. Mead et al, Detroit, MI.

In June 1839, ownership of the steamer *Star* was changed to D. B. Conger et al, Cleveland, OH. Her master in 1839 was Captain Peck. In November 1839, the steamer *Star* went on the reef below the Buffalo Lighthouse, Buffalo, NY, Lake Erie. Released.

In December 1840, the steamer *Star* went aground near Malden, Ont., at the mouth of the Detroit River. Released.

Her ownership was changed to John R. St. John et al, Cleveland, OH in March 1840.

In April 1841, ownership of the steamer *Star* was changed to O. S. St. John, Willoughby, OH.

In May 1842 her ownership was changed to Walter Joy et al, Buffalo, NY. In the same year the

steamer *Star* was laid up in ordinary at Buffalo, NY under the command of the sheriff.

In the fall of 1844, during a gale, the steamer *Star's* bow was thrown up on the bank of Dead Creek, Buffalo, NY. Released.

In the early morning hours of August 03, 1845, the steamer *Star*, while in lay up on Dead Creek, Buffalo, NY, and burned to a total loss.

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 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 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

Lakeside Antique & Classic Wooden Boat

Lakeside Hotel, Lakeside, OH

July 20-21, 2019

Ohio State Fair

Miniature Ship Building Competition

July 12 – 15, 2019

Ohio State Fair

"Featured Artist in Resident"

Shipwrights of Central Ohio

State Fair Grounds, Kaish Hall

July 26 & August 2, 2019

Toledo Antique & Classic Boat Show

Promenade Dock, Maumee River, Toledo, OH

Aug 24, 2019

"Artistry in Wood"

Dayton Carvers Guild Woodcarving Show,

Roberts Centre, Wilmington, OH

www.daytoncarvers.com

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

June 20, 2019

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

Editor: Bill Nyberg

President and editor

Shipwrights of Central Ohio

Shipwright@wowway.com

THE NAUTICAL RESEARCH GUILD
"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: www.thenrg.org or call 585 968 8111