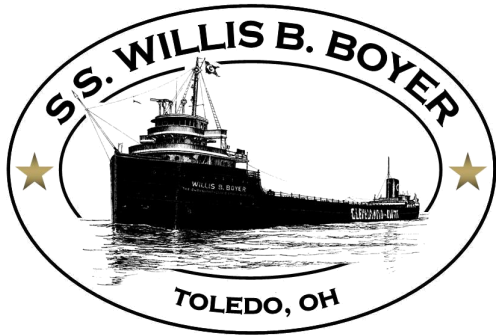


Editor, Sam Snyder Presents...



SCUTTLEBUTT

The Volunteer Newsletter of the

★ WILLIS B. BOYER ★

VOL.1, No.2

FEBRUARY 2008

FROM THE WHEELHOUSE

Hello Again Friends,

It seems as if it was just New Year's but time has sailed by once again...

During the month of January I was able complete our National Registry nomination, chair the International Shipmasters Grand Lodge Convention, and write the feature article for the Spring issue of *Inland Seas*, the quarterly journal of the Great Lakes Historical Society. The article it-

self outlines the history of the *Schoonmaker/Boyer* from the laying of her keel to her present salvation.

The painting you see below, which I call my father's "Schoonmasterpiece," will adorn the cover of the issue and serve as a major fundraiser for our shipyard repair budget. We will be producing 82 signed/numbered lithographs to commemorate the ship's hull number,

and will sell them at a price of \$250 per print. Volunteers will be given a special artist's proof of the painting.

Most importantly though is the history that beautiful work represents as it incorporates my three primary objectives for 2008 which are: (1) to acquire the funds needed for a fall dry-docking, (2) to seek out a donation of the tug *Wisconsin*, previously the *America*, from the Great Lakes Towing

Co., and (3) to acquire one of the last Huellet unloaders so as to display it in our mid-ships cargo hold.

With that, I must get back to work as the further we sail the longer our voyage becomes...

I look forward to seeing you all soon. All the best!

- Paul C. LaMarre III



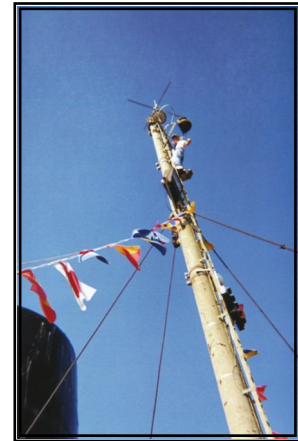
CHIEF'S LOCKER

It is my intent to keep this column confined to things nautical, therefore the topic for this issue is "The Caboose". Yes crew you read it right - "The Caboose", that last car on the tail end of freight trains not so long ago where trainmen lived and cooked their meals. The term caboose first appeared in American Railroading about 1855, it's first official documentation appeared in 1859 when a railroad workman sued the New York and Harlem Railroad, the forerunner of the New York Central, for injuries received in a "caboose car". This railroad was founded and owned by Cornelius Vanderbilt, more commonly known as Commodore Vanderbilt. He received this seagoing title because he made his fortune in the shipping business and was closely allied to Great Britain. In British merchant ships the caboose was a small

deck house where the cooking was done, the galley. Precisely how the name migrated to America and took root in railroading is not clear but it is pretty certain that the Commodore had something to do with it. Question: Was there ever a caboose on an American ship? Yes, quite literally. In 1898 Captain Robert E. Peary, U.S.N. saved a caboose number 4259 from the scrap yard and had it, minus the wheels, bolted on the deck of his expedition ship, the *Windward*, for his next exploration in the Arctic. The little caboose number 4259 served as both headquarters and living room for the trip. So there you have it - caboose - "a kitchen on the deck of a ship, a galley." American Collegiate Dictionary.

So we look forward to seeing you all at our first flapjack breakfast in our caboose - oops - galley, toward the end of April. We'll keep you posted.

Al Slater



CHANGE OF COURSE

Those of us who have been around the *Boyer* for a while know that there has been a definite course change since Paul LaMarre has taken over as Executive Director. When the city of Toledo first bought the *Boyer* in 1986 I don't know if there was any specific plan for it except that it was a good idea. The idea of a museum ship is still a good idea, but how it is to be implemented has changed over the years.

Through the tenure of several Directors and the participation of a number of different organizations there have been a number of different ideas about what the ship should represent. I think the general idea has been that what the *Boyer* should represent is

an example of a lake freighter, i.e., what a typical ore carrier would look like.

That has changed since Paul came aboard. Paul wants the *Boyer* to present to the public, not a typical ore boat, but a unique vessel that was Queen of the Lakes at the time of launching and an important part of Toledo's maritime heritage. This has made a difference in the way the ship is being presented and in the number and kinds of artifacts that are being displayed.

The beautiful framed photographs present a pictorial history of the *Schoonmaker/Boyer* from the time of

its launching in 1911. Lining the bulkheads of the officers' mess are photographs of the ship as it first looked, with the telescoping hatch covers and tall funnel. As one follows the chronology forward to the passengers' quarters and up to the captain's quarters, changes are noted in superstructure, color scheme, and company logos.

Everything aboard the ship is there because it is a part of the history of this proud vessel, from the time it loaded its first load of coal for its maiden voyage to its current resting place at that very same location.

WINTER WORK

This has been a hard winter for the *Boyer*, with many extreme changes in temperature. We had stopped painting in the engine room because we thought that it might be too cold for the paint to adhere but we may resume painting in the near future.

One of the main problems has been the deteriorating condition of the boat deck. Because we had a relatively dry summer the problem was not so evident, but all the snow and rain we have had recently has revealed some serious problems in the space below the boat deck.

Most of us are familiar with the water stains and peeling paint on the overhead in the galley and crew's mess. In those areas the water drips down on the steel deck and does no harm. However, in the starboard cabins next to the crew's mess the water damage is considerable.

In the forward two cabins on the starboard side there are lugs welded to the cambered steel deck, wooden stringers secured to the lugs, and then plywood laid down over the stringers. Between the steel deck and the plywood there is a thin layer of cork, probably installed to insulate the cabins from the heat of the engine room below. Over the plywood is carpeting.

Water from the boat deck has dripped from the overhead and down the bulkhead and puddle at the exterior bulkhead where the cambered deck is lowest. Over time the water has saturated the carpet, plywood, cork insulation, and wooden stringers and there is standing water near the cabin doors. Our job has been to tear out all the rotten material and strip everything down to the steel deck. The tearing-out process has been completed in the forward cabin and we have started on the second one (the

volunteers' room).

We have drilled drainage holes through the steel deck at the lowest point where water has collected in the past. Our plan is to spring new treated wooden stringers and attach them to the lugs, and then secure artificial decking to the stringers, leaving gaps between each plank.

The forward room when completed will be a tool room with a workbench, vise, toolboard, and storage shelves. Louis can get some apprentices to install a new porthole in the forward bulkhead to replace one that is missing.

The work goes on!



AN EVENING ONBOARD THE M/V CUYAHOGA

BY LUKE ARCHER

On a Tuesday evening, late in October, I had the privilege of touring the M/V Cuyahoga, of the Lower Lakes Towing Company of Port Dover, ONT, with Paul and Al. The freighter was docked at the Andersons facility near the I-75 overpass. The Cuyahoga had arrived in port the day before to unload and proceeded to load oats at Andersons. As soon as we climbed aboard I knew I was on the deck of a boat with much history.

The Cuyahoga was built in 1943, as part of the Maritimer class, at the American Shipbuilding Co. of Lorain, OH. The freighter was built to help aide in the war effort to get steel produced to make tanks, aircraft, and other supplies for the war. The boat was later named the J. Burton Ayres and sailed under Wilson colors in the late 1950's and sailed for Oglebay Norton's Columbia Transportation division in the mid 1970's -1991. Her fate seemed to be dismal until Lower Lakes purchased the vessel and registered her Canadian and began sailing in 1995. In lay-up of 1999/00 the Cuyahoga's Lentz Steam Engine was replaced with a Caterpillar 3608, thus making her the motor vessel she sails as today. The Cuyahoga is 620' in length, 35' in beam, 60' in depth, 15,675 ton capacity, and has 3,084 diesel b.h.p.

The Cuyahoga's deck was covered in a fine dust from the loading of the grain product. Her hatches were open to the cavernous holds with the double belt unloading system gates visible. The wheelsman of the Cuyahoga was our tour guide. He was a

very polite man with a thick Canadian accent. As we walked the deck forward the unloading boom was swung out over the starboard side to make way for the loading rig. We made our way to the pilothouse. As soon as we stepped in, my eyes noticed the shiny, polished brass around us. Tarp-like covers covered the equipment (dust tends to get everywhere when loading grain products). The surroundings were that from the era she was built. There was a beautiful chadburn, whistle pull, wood panels, bell signal codes, and other nautical items typical of that from earlier decades. The Cuyahoga also displayed more modern technology as well, such as a digital mapping system on a computer screen and a newer GPS steering system, which intrigued Al! A chart room was located at the back of the pilothouse along with one of the main staples in a wheelhouse-a coffee pot. We continued on our tour back aft. Next stop, the engine room.

Once we walked into the engine room I immediately felt dwarfed by the sheer size of the space we were standing in. The open space is due to the absence of the huge Lents Steam Engine. The Cuyahoga's Caterpillar engine is small compared to the relative size of the engine room. Looking up, I noticed another sign of the ship's era in skylights. Work clothes were draped over railings to dry in the heat of the engine room. We made our way down to the engine room office where we were introduced to a couple of the engineers. Computer screens showed the status of the machines and many controls

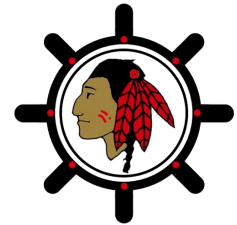
and valves were also around us. Conversations carried on about the difference in the boat since being converted from steam. Being an engine buff, Al enjoyed hearing the guys explain what their job entailed. Once we got the grand tour of the engine room area, we headed back to the deck to meet up with the wheelsman. We knew it was about that time to depart. When we started wrapping things up we were invited to stay and have dinner on the boat. Apparently this had already been cleared with the cook, so we gladly accepted the invitation. Once seated, we were given a plate of mashed potatoes, corn, roast beef with gravy, fresh rolls, salad, and milk. Yes sir, we were eating in true steamboat fashion and the carrot cake dessert was delicious. We thanked the cook for the wonderful meal and headed back out on deck to say goodbye. Making our way down the ladder and back onto the dock I snapped one more picture.

The crewmembers we spent those hours with were more than friendly and really seemed to enjoy some fresh faces. They had tremendous pride for the flagship on which they sail. I turned back for one last look of the Cuyahoga before getting into the car and saw the red fleet flag flying opposite of the motto flag for Lower Lakes, Don't Give Up The Ship! Seeing that flag flying made me proud to be part of the Boyer's crew. I want to say a big thank you to Paul LaMarre for making this experience possible. We are lucky to have a man like Paul as director for the Boyer. 1 Long 2 Short.

PHOTO GALLERY



DON'T GIVE UP
THE SHIP



VOLUNTEER OF THE MONTH

Our Volunteer of the Month is Louie Finnegan and his lady friend, Bonnie Gocheneuar. Last season, during one of our Saturday workdays, there was Louie grinding away at rust on one of the hatch covers while inside Bonnie was flipping flapjacks. Although Louie earned his living as a sheet metal worker, he is a man of many talents. Whatever needs to be done aboard the ship, Louie seems ready and willing to do it.

It was his friend Bob Bowersox who convinced Louie that he should volunteer on the *Boyer*. Louie was one of the crew who repainted the hull of the ship. The story is that he was laid off at the time that the hull paint-

ing started. When the call came to go back to work he ignored it to go on with the painting. When one of Louie's co-workers saw him painting from the dock, Louie decided it was time to go around and paint from the river side.

The lifeboat on the starboard side of the boat deck was originally stored in the center hold in pretty bad shape. Louie and Bob were able to get the boat out and on a trailer and taken to Louie's house. There Louie banged the dents out of hull and painted it, and then completely restored the wooden interior.

Louie is a craftsman in wood as well

as metal. The framed pictures of *Schoonmaker/Boyer* that are displayed throughout the ship are in wood frames that Louie built. He has also been instrumental in getting the apprentices from his union to donate their time for ship-board projects. For the sake of the *Boyer*, we hope Louie is around for a long time.



HATS AVAILABLE

Official S.S. Willis B. Boyer hats are now available. Each volunteer will be given 1 ball cap and 1 winter knit cap. These can be picked up the next time you work aboard the ship or at the first pancake breakfast of the season. Volunteer pricing for additional items is \$6.50 for ball caps and \$7.50 for knits. Please email Paul at willisbboyer.org@hotmail.com for further information.

