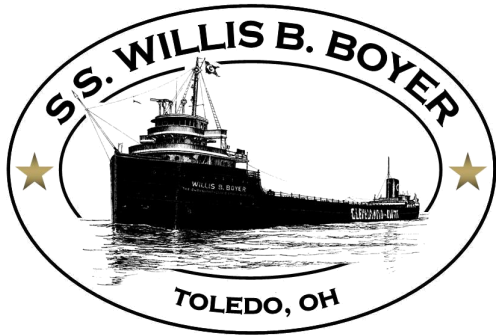


Editor, Sam Snyder Presents...



SCUTTLEBUTT

The Volunteer Newsletter of the

★ WILLIS B. BOYER ★

VOL.1, No.5

MAY 2008

FROM THE WHEELHOUSE

Hello Again Crew,

It has been great to see you all at the pancake breakfasts. Your efforts are truly unparalleled. As you know we have now been open for almost a month and have welcomed nearly 1,000 visitors. In the midst of adversity we have taken our program to the "next level" of historic preservation and tourism. We are still progressing steadily to realizing our funding goals for a shipyard restoration. While this would ideally take place by the fall of this year, I think that by the time all of the pieces come together it may prove to be fall of 2009. That being said, below you will see a concept sketch of the new Toledo Maritime Center which I now also manage. This facility represents the past/present/future of the Toledo waterfront and will one day serve as the capital of our port community, as well as a new home for the *S.S. COL JAMES M. SCHOONMAKER* upon her return from the dry-dock...



**TOLEDO-LUCAS COUNTY
PORT AUTHORITY**



TOLEDO MARITIME CENTER

PCL

CHIEF'S LOCKER

Maybe it was because my wife just returned from Ireland, although she did not kiss the Blarney Stone, or maybe Louie Finnigan had something to do with it, or maybe it was just a coincidence but whatever it was the "Irish Eyes" were certainly smiling on the 24th of May, 2008. The flapjack breakfast with all the trimmings was perfect thanks to Bonnie, Louie, and whoever else had their finger in the batter. The work produced was perfect, well almost perfect (don't want to give you folks a swelled head), and thanks to an excellent article in Sunday's Blade several of you have become insufferable celebrities. I understand Sam's grandson Kevin is considering demanding a long-term contract and a Mickey Mouse watch although he will probably settle for a large box of Cap'n Crunch breakfast cereal.

All kidding aside number one and

this Chief could not be more pleased at the work accomplished. From cleaning the forward cabins, to polishing brass in the wheelhouse and cleaning the galley to making a solid beach-head on the starboard boat-deck. The boat-deck that has been a source of endless leaks into the cabins below and is covered by layers of multi-colored rust, old paint, and rubberized gunk. That boat-deck which had seemed so daunting for so long doesn't seem daunting now. Not since a large section of it was stripped down to bare metal, holes filled with epoxy, and completely primed. Everything went great!

Several things have occurred on the boat since the last newsletter...There was the filming of three "Mudhens Clowns" in their very tall costumes on a very windy deck. There was also a filming of a so-called kids educational star-

ring a person best described as Davy Jones, Long John Silver, and the Captain of the Titanic all rolled into one. His greeting was "ahoy matey" and his parting was "ahoy matey. And finally not to be outdone our Executive Director managed to immortalize or should I say immolate himself by doing a singing commercial for Appliance Center. Oh well, anything for the Boyer I guess...

So thanks again all volunteers and we look forward seeing you at the next flapjack day in June.

** Executive Director's Note: Both the Chief and the Editor agreed to participate in the above mentioned Appliance Center commercial. Yet, as if three men had boarded a canoe to take a trip, they jumped out at the last second and pushed me down the rapids....Thanks Guys! HA!*

DEAD RECKONING

Dead reckoning is an abbreviated way of saying deduced reckoning, figuring out where you are from where has been. There are no landmarks out in the middle of the lake and a vessel's true position must be maintained at all times. Calculating from the last known position involves three variables: speed, time, and distance. If any two are known, the third can be calculated.

For example, if you have been underway for an hour and have covered ten miles you know that you are traveling at a rate of ten miles per hour. If you

know that you have traveled ten miles at a rate of ten miles an hour, you know that you have been underway for an hour. If you know that you have traveled for an hour at ten miles per hour that you have covered ten miles.

The traditional tools of the navigator in addition to the compass are the knot meter or speed indicator, the chronometer, and the nautical chart. In addition, Bob Bowersox has a little device that he obtained in the 1950's. Made in Germany, it is small enough to fit into a pocket. On one

side is a compass; on the other is a dial, which indicates both statute and nautical miles. There is a small wheel at the end and by running the wheel over the distance plotted on a chart the dial will read out the distance, eliminating the need to "walk off" the distance with dividers.

Of course all of this is rendered obsolete by Global Positioning Systems but if the electronics fail it is good to know where you are.

FROM THE ENGINE ROOM

THE EDITOR

As you know, Al sometimes likes to put me down, all in good fun of course. This time he has really put me down, all the way to the engine room. It has turned out to be a real learning experience (about the ship, not about Al). Collectively, Paul, Al, and Bob Bowersox have probably forgotten more about steam ships and steam engines than I will ever know. Al has spent a good deal of time looking at the *BOYER*'s original drawings and figuring out some of the changes that have been made over the years, particularly since 1952 when the ship was re-powered. It looks like the deck that now contains the generators probably did not exist at the time that the ship was launched. Apparently there were catwalks on both the port and starboard sides, which led directly back to the boilers. The deck which now contains the generators, water purification system, etc. was built after the steam-driven turbines replaced the steam engine. At the time of her construction the boilers were fueled by coal. The area where the cage is, where money is now collected for admission to the ship, then contained the toilets and showers for the coal passers. The engine room also contained a refrigeration unit with ammonia as a coolant that was piped up to a walk-in cooler in the galley.

Three small generators located in the stern generated electricity for the ship. There is still a small diesel generator in the repair area. The largest generator produced 15 kilowatts and the two smaller ones produced 10 kilowatts each. Thirty-five kilowatts seems like a meager amount of electricity by today's standards, but it probably provided power only for the ship's internal lighting.

The original hatch covers were of the telescoping type as can be seen in the photographs of the original *SCHOONMAKER* in the officers' mess. They were operated manually so there was no need for an electric crane to handle 6-ton hatch covers. There was a lamp room on one of the lower decks forward so we know that she had kerosene running lights. I don't know whether the Chadburn originally operated electrically or by mechanical linkage but, at any rate, the demand for electric power throughout the ship was much less when it was powered by the original steam engine.

One of the problems in comparing the original lines drawings with the current configuration is that we are not sure when particular changes were made. We know that the new power plant was installed in 1952 and that the galley was completely rebuilt in 1970. When we look at the coffered overhead in the aft starboard cabin we realize that it

would have been inappropriate for the steward's room. That room was originally the owner's private dining room. It also had a skylight, as did the officer's mess. The skylights were removed when it became necessary to construct the doghouse on the boat deck to accommodate additional crewmembers when the length of the watch was shortened from six to four hours.

We know that the ship was built to carry passengers, hence the Texas deck with the observation room, the ornate grill room, the pantry with a dumb waiter to the galley on the deck below, the elaborate Victorian furnishings of the guest cabins. The story is that a woman passenger was injured on the ship and sued, or threatened to sue, the company and after that the ship discontinued carrying passengers. Again, according to the story, when the passenger trade was eliminated the deck officers moved into the former passenger cabins and had the use of the observation room. When did that happen, what company operated the ship at that time, and what happened to the wood paneling and furniture that had been in those rooms?

We have many more questions than answers but hope to unravel some of the mysteries contained in this early 20th Century marvel of marine engineering.



VOLUNTEER OF THE MONTH

Our volunteer of the month is Stan Kerbel. Stan has only been a volunteer for about a year but he has made up for lost time. At one of the Saturday breakfasts last year Stan volunteered take on the job of reconstructing the paint locker. He worked on it all winter and it has now become a show place. In addition, Stan helped in tearing out the old flooring in the starboard cabins; he helped install the ceiling panels in the galley and crew's mess and is in the process of creating a tool room in the forward starboard cabin with new decking, a workbench and a tool board.

It seems that there is nothing that Stan cannot do but if you know his work history you can understand why. Stan joined the Ohio National Guard when he was still in high school in Elmore. After that 3-year

stint Stan served in the United States Coast Guard from 1950 to 1953. Among his other vocations and avocations Stan was on the Elmore Police Department for eight years and then worked as a part-time police officer for Harris Township for another ten years.

In 1954 Stan opened a body shop in Elmore, which he operated up until four years ago when he retired at age 75. In addition, in the 1960's Stan sailed on Republic Steel's CHARLES WHITE for one and a half seasons. Not having enough of hard labor aboard ships, up until four years ago Stan went back to Baltimore every year along with some old shipmates and did maintenance work on the sea-going tug TAMORAH.

It was Stan's daughter who suggested that he volunteer on the BOYER and he has been a happy addition to the crew. Not only can he do many things but also on the days he volunteers he brings the doughnuts.

Thanks Stan!



RIDDLE OF THE MONTH



HOW MANY MEN DOES IT TAKE TO ASSEMBLE A PANCAKE GRIDDLE?

