In This Issue:

Remembering the Fitz
by Carrie E. Sowden

Summers on the Boat With My Dad
(Captain Clayton A. Martin)
by Moray Loring Kiehl

The Sinking of the S. R. Kirby
by David Balfour

A Captain for All Seasons: Remembering Captain Harold Hogan
by Brian Johnson

The Current State of the Wreck of the Brig Sultan
by David M. VanZandt MMA, RPA,
Jim Paskert, Kevin Magee, Chris Kraska,
Ken Marshall, and Linda Pansing

Saga of the Steamboat Oswego
by Richard F. Palmer

Sinking the Argo
by Jim Paskert and Tom Kowalczyk

Books

Great Lakes News
by Greg Rudnick

Great Lakes Historical Society

Periodicals Postage
Paid at Vermilion, Ohio
INLAND SEAS - ISSN 0020-1537

ADDRESS SERVICE REQUESTED
for the trip was, of course, veteran lake pilot Captain Harold Hogan. It would be his last trip.

"Dad died in February 2000," said Mike Hogan, "He initially went into the hospital in the fall of '99 to have a gallstone removed. He was still working as hard as ever and we sat down one afternoon at Kingston General Hospital after his surgery talking about the next summer and how maybe he should think about stepping back a bit. He agreed. He'd never leave the waters on a permanent basis while he was healthy enough to sail, but he was smart enough to start taking a little off the throttle.

"He had never been to Boston or New York City. We had made rough plans to visit the two cities, explore the harbours, visit the USS Constitution in Boston and go to a game or two at Fenway Park and Yankee Stadium. Some of my fondest memories as a child surround trips the two of us took to see the Expos at Jarry Park, then Olympic Stadium. I was really looking forward to the planned trips but sadly, we weren’t able to take them.”

We rookies learned a lot from the ol’ man. He never hesitated to share his knowledge and experience with any of us. If you were willing to listen and learn, you absorbed a treasure trove of nautical knowledge you wouldn’t get from any textbook. Stood up for a date many years ago, I simply spent the remainder of the evening in the wheelhouse of the Wolfe Islander with mate Ken and Captain Harold. I soon forgot about the date and the girl. I was hooked. This is where I wanted to be. And I had made up my mind; this is what I wanted to do.

Marine historian, teacher and mate Ron Walsh worked with Captain Hogan for many years on the Island Queen. "If he called me, and said 'Ron, I need a mate,'" Walsh said, "I never hesitated. It was always a pleasure to walk aboard and work with such a gentleman. It really was.”

Oh yeah, it certainly was. He was the best of the best!!

\[Image\]

THE CURRENT STATE OF THE WRECK OF THE BRIG SULTAN

by David M. VanZandt MMA, RPA, Jim Paskert, Kevin Magee, Chris Kraska, Ken Marshall, and Linda Pansing

Previously:

In the Spring 2015 issue of Inland Seas® the history of the wreck of the Sultan was discussed. What follows here is a complete description of her current condition as well as the results from the archaeological study conducted by the Maritime Archaeological Survey Team, Cleveland Underwater Explorers, and the Great Lakes Historical Society.

THE DIVE SITE

The Sultan, Ohio Archaeology Inventory (OAI) number 33 CU 534, is located at 41° 35.685’ N, 81° 36.936’ W and sits upright on a sand/mud bottom in 42 feet of water. The wreck measures approximately 125 feet x 23 feet and is mostly intact although partially buried with the hull settled into the sand/mud on to a firmer sub-bottom. Silt has filled the interior spaces of the vessel but a slight west-to-east current helps keep the upper structure of the wreck free of major silt. Due to its depth the wreck is not subject to shallow water ice damage, wind-driven surface currents, or wave action. Zebra or quagga mussels cover the vertical surfaces of the wreck to a moderate degree, necessitating the use of gloves by divers to prevent cuts from the sharp mollusk shells.

The deck and associated deck equipment are covered with a fine layer of silt which is easily stirred up by survey activities. When this condition occurs, it can drop the visibility in local areas of the wreck to zero. The visibility at the dive site varied from day to day and ranged from zero to sometimes 20 feet of visibility with the average being about 3 feet. The lack of visibility made photography and video recording tenuous activities at best. Normal archaeological methods include having a scale and north arrow in frame when taking photographs of a site and site artifacts. Due to the silting conditions, these were not commonly employed.

Most survey dives were completed during the summer months. The water temperature at these times varies from about 60 to 70°F with little to no thermocline due to the shallow depth of 45 feet.
The ship’s bow, missing the bowsprit, is pointed east and stands five feet high off the sand/mud bottom. The hull sides are intact and the majority of the decking is present. Two anchors are present and visible lying on the bottom off either side of the bow. A wood-stocked bower anchor is partially buried on the port side still attached to its anchor chain. A metal stream or small bower anchor, with a 90 degree-shaped wooden cathead still attached to it, is mostly burial on the starboard side with a grindstone on top of it.

The bow of the ship features a prominent cutwater with a notch for the missing bowsprit. The disarticulated bowsprit rests on the bottom 42 feet to the east of the bow. A windlass is located on the forward deck just aft of the bowsprit notch. Aft of the windlass is a small square access opening in the deck to the chain locker, which is filled with anchor chain. Two separate anchor chains run from the chain locker. The port anchor chain runs from the chain locker through its spurling pipe and loops back into the chain locker. It then comes back out of the chain locker where it wraps around the port whelp of the windlass. From the whelp it continues its run along the deck to the port hawse pipe and presumably out to the partially buried port anchor. The starboard anchor chain runs out of its spurling pipe and is separated at this point. After the separation, the remaining starboard anchor chain wraps around the starboard whelp of the windlass. From the starboard whelp it continues its runs along the deck to the apparently ripped out hawse pipe continuing off the deck and down the side of the ship, presumably out to the partially buried starboard anchor.

Aft of the chain locker is a single-barrel hand pump along with the remains of the foremost located just behind this pump and broken off at deck level. Along the railings adjacent to the foremost are the remains of six large deadeyes on each side. The deadeyes are no longer attached to the railings and their chainplates are bent down parallel to the hull, suggesting the mast was violently wrested from the standing rigging. The large number of deadeyes is a good indicator that the foremost was square-rigged.

The wreck has an obvious list of about 30 degrees to starboard. The railings on both the starboard and port sides are mostly intact. Round grindstones are piled up on the deck along the inboard starboard railing in stacks of one, two, or three stones high and in several rows. The grindstones start near the foremost and continue all the way to the stern. The larger stones, about 5.5 feet in diameter, are located forward, and the smaller stones, about 3.5 feet in diameter, are located toward the stern.

Aft of the foremost stub is a cargo hatch. Two long boards protrude from the after side of the hatch toward the starboard side and are likely remnants of the secondary cargo of lumber. Along the centerline of the vessel is a small slot in the deck, followed by a small hatch aft of the slot and another small slot. This is the location of the centerboard, although no centerboard box is apparent inside the silt-filled hold as viewed through the center hatch. No centerboard winch is present at the aft slot, but the two forward mounting holes for the winch appear to be on the deck.
A single large 5-foot-diameter grindstone rests on the centerline wedged against a two-barreled wooden pump immediately behind the aft slot. The mainmast is missing, but it stood behind this area as evidenced by the chainplates on the sides of the ship adjacent to this area. There are three deadeyes intended for each side. The deadeyes are missing on the starboard side railing while two of the three deadeyes remain on the port side railing. A strip of missing centerline decking runs aft from the pump to another cargo hatch.

A stern of the aft cargo hatch is a raised wooden combing that spans the entire beam and once formed the front of the now-missing cabin. Grindstones are wedged against this combing and the starboard railing but do not spill into the cabin space. Four floor joists are present where the cabin floor was once located.

The transom is missing and the rudderpost, turned slightly to port, stands high off the bottom. The rudder cap, which would have been mounted on top of the rudderpost, can be seen lying insice the cabin on the port side. A line of grindstones that spilled from the boat as it drifted and sank is visible in the distance behind the stern running out across the bottom of the lake. The wreck's length and breadth were measured at 125 feet and 23 feet, respectively, which compares closely to the 127 feet by 24 feet indicated on the Sultan's various enrollments.

**PORTABLE ARTIFACTS**

**Deck Hardware**

The deck of the Sultan is strewn with a variety of dis-articulated deck hardware. Some of the hardware has been identified and some has yet to be. One of the most identifiable pieces of deck hardware is the broken ship's wheel located near the stern where the cabin once stood.

Ceramics and Pottery

A quantity of ceramic items including a cup and several plates manufactured by Anthony Shaw of Great Britain — as evidenced by the maker's mark — were found on the wreck. These marks date to the period of ca 1860–1882, consistent with the wrecking event (Thepotteries.org, 2014a). This tableware appears to be one of the designs manufactured by Shaw and distributed exclusively in the United States. It was likely stocked on the brig as part of its standard galley dishware during the Sultan's time in New York City from 1859–1861.

A ceramic shard was also discovered with a mark that resembles the British diamond mark. During the period 1842–1883, the British Patent Office issued a diamond mark along with the registration number when a design was registered (Thepotteries.org, 2014b). This maker's mark is also consistent with the wrecking date and history of the Sultan.

Additional ceramic, pottery, and glass items have been located on or around the wreck and a formal analysis of this assemblage will be performed at a later date.

The master site plan represents the accumulation of all the survey data collected to date and provides a detailed graphical representation of the Sultan wreck site as it appears today.

**POST-SURVEY**

Brian Abbott of Nautilus Marine Group International, LLC volunteered his expertise and 360-degree sonar equipment (post-survey) to produce detailed images of the wreck site. Brian and his colleague David Thompson...
travelled from Michigan with the equipment and joined MAST member Chris Kraska, who provided and captain the boat, to create these high resolution scanning sonar images.

CONCLUSIONS

The authors have little doubt that the remains of the ship described herein are those of the sailing vessel Sultan, first registered in the District of Chicago in 1848. The vessel’s history is well researched and it has proven to be quite interesting. During her 16 year history, the Sultan sailed not only on the Great Lakes but also in the Atlantic and Caribbean. After several mishaps, refits, and changes of ownership, she came to rest where she sits today, a mere two and a quarter miles offshore just east of Cleveland, Ohio.

Her identification is made using information from a number of sources. First, the archaeological data obtained from the survey is consistent with the time period in which the Sultan sank. This includes personal items, cookware, and tools found on site as well as the construction methods and materials used on the vessel. Second, the scantling data obtained from the survey is consistent with the as-built data obtained from the historical record. Finally, the historical accounts and records are also consistent with the disposition of the wreck and the remains of her cargo. All of these taken together provide a very strong case that the wreck is that of the brig Sultan.

The reporter asked him to continue his narrative as he started to take notes.

On May 14, 1875, a reporter for the Oswego Palladium was hailed down by an old-timer who claimed to have “known Oswego before it was weaned.” It had been an unusually cold spring and people were complaining about the weather. The old-timer said he could recall a much colder time during the spring of 1834.

If you have a few minutes I will tell you about a storm that spring that exceeded in violence to anything I have seen.

At three o’clock of the afternoon of May twelfth, 1834, the new steamer Oswego, which was launched some time before at this port, left Charlotte under the command of Capt. Macy, an experienced navigator from the Hudson River. The boat carried considerable light freight and a large number of passengers bound for Oswego and ports below.

As the boat started before she was fully completed, several caulkers and carpenters were put aboard to finish her while underway. The boat was staunch, well officered, with William T. Barnes of this city one of the engineers and Horatio J. Carey as customs officer. Among the passengers were several captains ready to lend a helping hand, and William Manchester, a portrait painter of this city. When the boat left Charlotte, both crew and passengers were in high glee, confident that the Oswego would show the snail stammers of that day such seed as had not been heard of.

About half an hour after the steamer left Charlotte, a violent storm from the westward, accompanied with snow, sprung up, but as the boat was new and well manned, no fears were entertained. For some time after the storm burst upon her, she behaved well, and rode the waves as lightly as could be wished for. As the wind increased in violence, it became evident to Captain Macy that unless he could get more ballast in the stern, the boat could not be steered, and accordingly he ordered all hands to commence passing wood from the main deck to the stern deck.

After the wood had been put into the hold and the steamer continued to broach to, blankets were hoisted as sails to keep her off,