

Shipbuilding at Madison Dock, Ohio
1825-1864

(Picture unavailable)

A. P. Nichols (schooner)
Built Madison Dock 1861
Wrecked off Pilot Island 1892
Captain David Clow Master 1883-1892

Shipbuilding at Madison Dock, Lake County, Ohio

Shipbuilding at Madison Dock was one of the most important industries in Lake County from 1825-1864, today there is no trace of it left.

In The History of Lake and Geauga Counties, published by William Brothers in 1878, the names of Joel T. Norton, Carlon and Alanson Bailey are among the builders and owners.

Present members of their families have half mould models, which were used and made at the shipyards.

Mr. Alva Norton, great grandson of Joel, has three with the following dimensions:

No. 1	Length 55 ½ “	Half Width 5 5/8 “	Depth 5 ¾ “
No.2	Length 49 ¾ “	Half Width 6”	Depth 4 ¾”
No.3	Length 61 ¼”	Half Width 6”	Depth 5 3/16”

Because of the size and condition of these models it is evident that they were used in the construction of vessels.

Mrs. Gertrude Norton Joiner, granddaughter of Joel, has one which is 29 ½” long, 3” half width, and 2 ½” deep.

Mrs. Mertie May Bailey Winans, daughter of Alanson Bailey, has one which is 27” long, 2 ½” half width, and 2 ½” deep.

Both the Joiner and the Winans models because of their size and condition indicate that they were made for decorative or display purposes.

Marine records and Histories were searched for the names and sizes of vessels built at Madison Dock with the hope that a relationship could be found between the half moulds and vessels.

The names of eleven vessels were found as shown on the sheet marked Exhibit A. The dimensions and tonnage of five were found, as shown on the sheet marked Exhibit B.

This data made it possible to compare the sizes. The ratio of length of a mould to the length of a vessel was used to calculate the width and depth.

The conclusion reached is that the Norton mould number 3 was undoubtedly used to construct both the William Young and the Red White & Blue. These check very closely.

This mould could also have been used for the construction of the A. P. Nichols and Speed. The depth in each case is close, but the width, while it does not check, has a difference of less than eighteen inches, which is not enough to rule out the possibility. Norton moulds nos. 1 and 2 do not check with the vessel shown on Exhibit B.

A comparison of the dimension shows that the Joiner mould could have been used for the A. P. Nichols and Speed, while the Winans mould could have been used for the Red White and Blue and the William Young.

The History of Geauga and Lake Counties, contains the following paragraph that is interesting. "About 1825 a steamboat was built by a man named Fuller. It was the first steamboat built West of Buffalo, the third on Lake Erie." No additional references or information has yet been found.

New sources may be uncovered which will furnish more information of the vessels shown on Exhibit A or still others. The extent of the shipbuilding industry at Madison Dock is however, well shown by records here presented.

A Lighthouse Service Bulletin was found describing the lights there as "A beacon on a pier consisting of 3 lamps with 15 inch reflectors." There were two lights on the pier and one inland to give the range. Established 1935, discontinued about 1900.

Local records show that the pier disappeared about 1900.

Compiled by:
Arthur S. Meyer
4696 Anderson Rd.
South Euclid, 21, Ohio
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Exhibit A

Vessels built at Madison Dock, Madison, Ohio, listed in History of Great Lakes; edited by J. B. Mansfield, published by J. H. Beers & Co., Chicago 1899.

<u>Vessel Name</u>	<u>Type</u>		<u>Year built</u>	<u>Historical</u>
Caroline E. Bailey	Schooner		1830	passed out
Speed	Schooner	104 G.T.	1848	wrecked near Racine 1883
A. P. Nichols	Schooner	299 G.T.	1861	wrecked Lake Michigan 1892
Rogers (Alida J.)*	Schooner	340 G.T.	1862	total loss Lake Michigan 1898
Cooper (Geo. G.)*	Schooner	401 G.T.	1862-3	
Young (William)	Schooner	333 G.T.	1863	passed out 1891
Red White & Blue 1895	Schooner	447 G.T.	1863	wrecked Whaleback Shoal
Flying Dutchman**	Schooner	74 ton	1845	wrecked Long Point 1851

*Note: These two boats built for Capt. Rogers by A. & D. E. Bailey.

**Note: In The History of Geauga and Lake Counties "Flying Dutchman" is listed as 200-ton capacity and as built in 1846-47.

Vessels built at Madison Dock, Ohio listed in The History of Geauga and Lake Counties, published by William Brothers of Philadelphia in 1878.

<u>Vessel Name</u>	<u>Type</u>	<u>Tons</u>	<u>Year built</u>	<u>Historical Info</u>
Helen		75 ton	1835	built for Judson, Harper, & Mosley
George Mitchell	Tug		1844-45	built for Baudle and Jaques
Post Boy	Schooner	175 ton	1847-48	built by Edmond Lockwood for Willard Allen, J.I. et al

Exhibit B

Descriptions furnished by the National Archives & Record Services

Speed Built in 1848 Official number 22357

A schooner with one deck, two masts, a square stern, and a scroll head. It was 97 feet long, 20 feet 6 inches wide and 8 feet deep and measured 142 26/95 tons. The last document was surrendered at Milwaukee June 30th, 1883 because the vessel had been lost.

A. P. Nichols Built in 1861 Official number 566

A bark, with one deck, three masts, a square stern, no galleries, and a figurehead. It was 146.75 feet long, 30.3 feet wide and 11.9 feet deep and its gross tonnage was 476 9/95. The vessel was lost shortly before November 17, 1892.

Alida J. Rogers Built in 1862 Official number 1552

A schooner with one deck, two masts, a square stern and a plain head. It was 167.4 feet long, 26.19 feet wide and 12.08 feet deep, and its gross tonnage was 340.08. The vessel was lost shortly before its last document was surrendered at Buffalo New York on December 20, 1898.

William Young Built in 1863 Official number 26230

A schooner with one deck, two masts, a square stern, and a plain head. It was 138.91 feet long, 26.20 feet wide and 12.20 feet deep, and its tonnage was 333.88 gross. It was lost shortly before October 23rd, 1891.

Red White & Blue Built in 1863 Official number 21301

A barque with one deck, three masts, a square stern and a plain head. It was 157.24 feet long, 30.69 feet wide and 13 feet deep. Its tonnage was 582 61/95. The vessel was lost between August 21 and November 2, 1895.

