250

HULL NUMBER

William G. Mather being launched at River Rouge [DC]

Lake Bulk Freighter built at the River Rouge yard in 1925 as a) WILLIAM G. MATHER (2) (US.224850). Christened and launched May 23, 1925 for the Cleveland-Cliffs Iron Co., Cleveland, OH. The first WILLIAM G. MATHER, (Hull #9) built in 1905, was renamed J.H. SHEADLE (2), which eventually became the NICOLET, to free the name for this vessel. Dimensions: 618'loa, 601'lbp x 62' x 32'; 8662 GRT, 6810 NRT, 14,750 dwt. Powered by a 2,600 ihp quadruple expansion steam engine and three coal-fired water tube boilers. The WILLIAM G. MATHER (2) was the last quad powered bulker built on the Great Lakes. She completed her sea trials on July 18, 1925. As Cleveland-Cliffs' new flagship, she left River Rouge on her maiden voyage July 24, 1925 for Ashtabula, OH to load coal for the Canadian lakehead at Port Arthur/Fort William, ON (present day Thunder Bay as of 1970). The WILLIAM G. MATHER (2) was the first commercial vessel to be equipped with radar in 1946 and was part of an experimental program, which outfitted five other ships in a feasibility study that led to universal use. She lost her flagship status in 1952 to the newly built EDWARD B. GREENE. The MATHER was repowered during the winter of 1953-54 at the Manitowoc Shipbuilding Co., Manitowoc, WI with a 5,500 shp double reduction geared cross-compound steam turbine and one oil-fired water tube boiler. A new stack was fitted during the repowering. Her fleetmates PONTIAC and FRONTENAC were similarly repowered about the same time. Her tank top and side tanks were replaced in April, 1956. She was chartered in 1961 to McLouth Steel Co., Trenton, MI. A bow thruster was installed and her boilers were automated over the winter of 1963-64 at American Ship Building's Lorain yard. She became the first Great Lakes steamship to operate without a fireman. On September 7, 1975 while downbound from DeTour, MI on the St. Marys River loaded with iron ore pellets, the MATHER was forced out of the channel by a salt water vessel and struck bottom. Upon proceeding further onto Lake Huron it was soon discovered that her pumps were unable to cope with incoming water caused by the damage. She was turned around in an attempt to reach the Valley Camp Coal Dock but instead was beached at Frying Pan Island in 19 feet of water when it became evident they couldn't make the dock. The next day she was pumped out and towed upstream to an anchorage.

William G. Mather c1950 [DC]

Her cargo was lightered by the crane ship BUCKEYE into the RAYMOND H. REISS. When freed, the MATHER proceeded to Bay Shipbuilding at Sturgeon Bay, WI for dry docking. Although the damage was extensive amounting to $1.4 million, the decision was to make repairs which were completed late in 1975 and she made a few trips before being laid up at Huron, OH. The WILLIAM G. MATHER (2) was laid up for the last time December 21, 1980 at the Hocking Valley coal dock at Toledo, OH. On February 8, 1984 a fire broke out in her after accommodations killing a vagrant from Salt Lake City, UT who had started the fire that caused considerable damage to the galley. When Cleveland-Cliffs sold its last two operating vessels, the WALTER A. STERLING and the EDWARD B. GREENE, in January, 1985 to Rouge Steel, Dearborn, MI, it ended the operation of this long standing fleet. Six idle vessels, the WILLIAM G. MATHER (2), the WILLIS B. BOYER (now a museum ship), the CADILLAC (sold for scrap in 1987), the CHAMPLAIN (scrapped in 1987), the WILLIAM P. SNYDER JR. (scrapped in 1988) and CLIFFS VICTORY (left the Lakes in 1985), never sailed on the Lakes again. Donated by Cleveland-Cliffs to the Great Lakes Historical Society, Vermilion, OH on December 10, 1987, the WILLIAM G. MATHER (2) was used for a museum ship at Cleveland's water front. She arrived on October 8, 1988 in tow at the G&W Shipyard at Collision Bend on the Cuyahoga River to be refurbished. The MATHER was then moved from the G&W Shipyard to the Mid Continent Coal & Coke Dock. Towed from her Cuyahoga River berth on October 16, 1990, she was placed at her station next to the 9th Street Pier of Cleveland's North Coast Harbor. There she was rechristened on May 23, 1991, the same date of her first christening 66 years earlier, by the very same lady who had christened her in 1925. Mrs. Clare Schneider Kirchner broke the bottle of champagne against the ship's hull signifying the official opening of the WILLIAM G. MATHER (2) as a museum ship. On September 24, 2005 the MATHER was moved to a new location just north of the Great Lakes Science Center at Dock 32.

William G. Mather with Cliffs billboard outbound on the Rouge River 05/10/1965 [SM]

William G. Mather entering Lake Huron upbound at Fort Gratiot Light 06/1973 [SM]

William G. Mather being towed up the Cuyahoga River, Cleveland 08/1975 [SM]

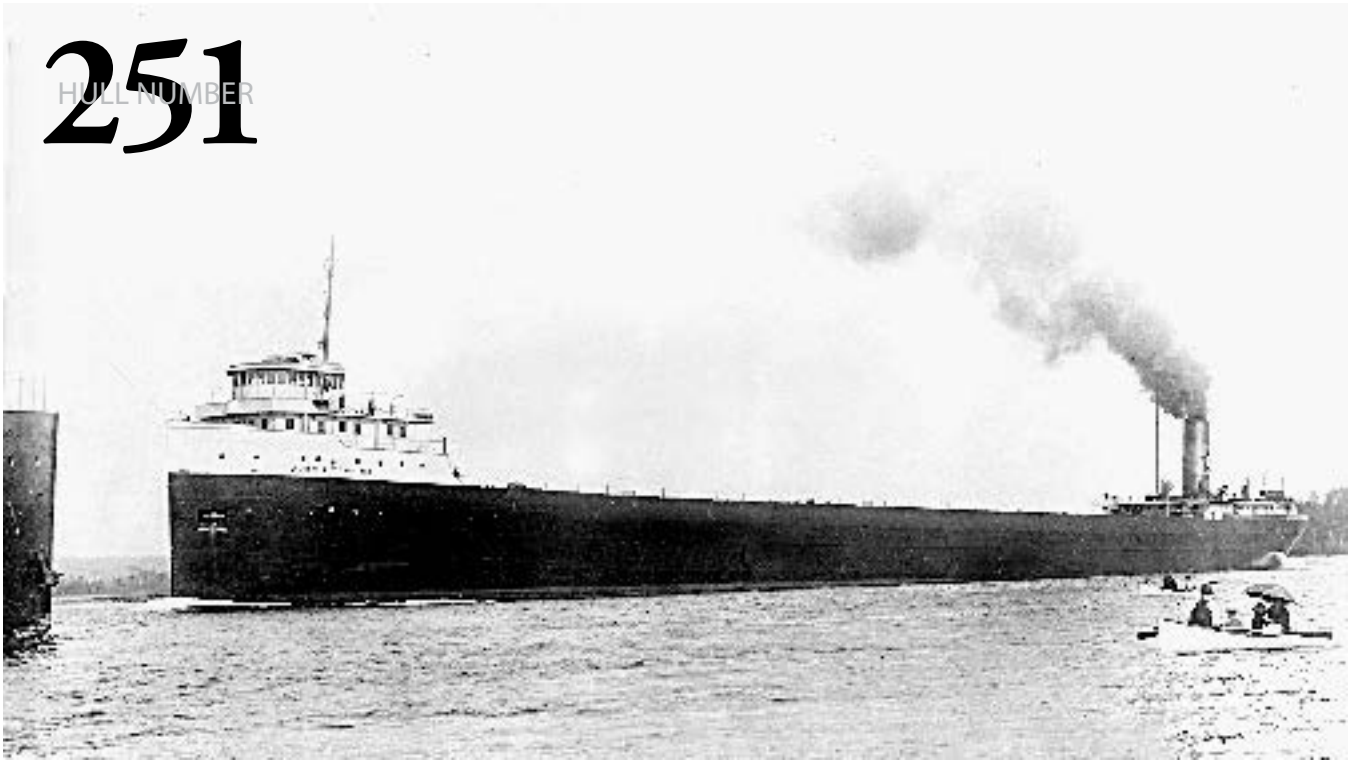
William G. Mather
laid up at Toledo 01/1984
[SM]

William G. Mather as a museum
at her 9th Street dock,
Cleveland 08/1991
[GR]

William G. Mather as a museum
at Dock 32 Cleveland 2006
[RN]

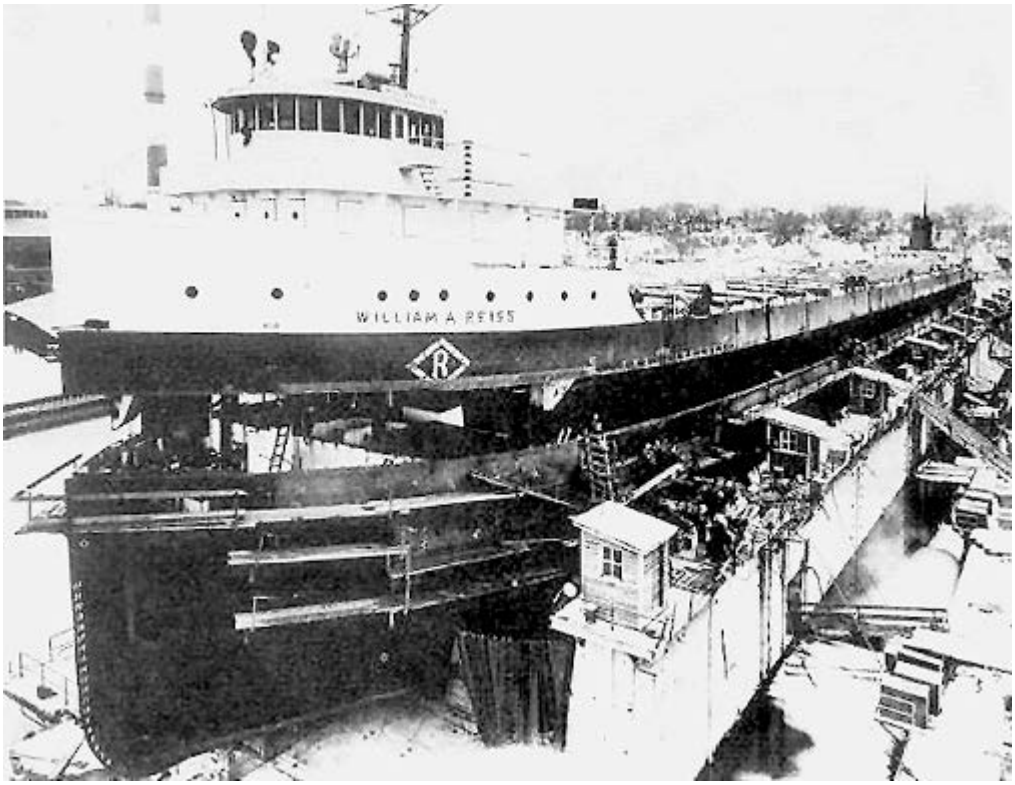
251

HULL NUMBER



John A. Topping upbound on the St. Marys River c1926 [PWC]

Lake Bulk Freighter built at the River Rouge yard in 1925 as a) JOHN A. TOPPING (US.225045). Hull 251 was launched July 18, 1925 for the Columbia Steamship Co., Cleveland, OH. Dimensions: 617'loa, 592'lbp x 62' x 32'; 8345 GRT, 6553 NRT. Powered by a 2,500 ihp triple expansion steam engine and three coal-fired water tube boilers. On September 15, 1925, the JOHN A. TOPPING left River Rouge light on her maiden voyage to Ashland, WI to load iron ore for delivery to Cleveland, OH. The Columbia Steamship fleet was reincorporated in November, 1931 as Columbia Transportation. In late 1934, the TOPPING was purchased by the Reiss Steamship Co., Sheboygan, WI and renamed b) WILLIAM A. REISS (2) to replace the first WILLIAM A. REISS which had been declared a constructive total loss after her November 14th grounding off Sheboygan earlier that year. Her tank top was rebuilt in April, 1952. The WILLIAM A. REISS (2) was repowered in July, 1953 with a 5,500 shp double reduction geared, cross-compound steam turbine and two coal-fired water tube boilers; her side tanks were replaced at this time. Her rated service speed was 15 knots (17.3 mph). During the winter of 1962-63 her hull depth was increased 7'6" by the Manitowoc Shipbuilding Co., Manitowoc, WI. The hull was horizontally sliced to just forward of the after cabins permitting the spar deck and forward cabins to be hydraulically lifted while frame extensions and hull plates were welded in place giving the appearance of a riveted hull below and a welded hull above the split line. The after house was enclosed by the raised deck and the stack and aft mast were raised. The work was completed in April, 1963. Revised dimensions: 621'8"loa, 601'2"lbp x 62'x 39'6"; 10,849 GRT, 8631 NRT, 18,196 dwt. During the winter of 1964-65 a bow thruster was installed at Cleveland. The WILLIAM A. REISS (2) was sold to the American Steamship Co. (Boland & Cornelius, Mgr.), Buffalo, NY in 1969. An anti-trust suit filed against the American Steamship Co. by the US Justice Department forced a consent decree in 1970 to divest itself of many of the ships it had purchased from the Reiss Steamship Co. The WILLIAM A., as a result, was sold on credit in 1972 to the Kinsman Marine Transit Co., Cleveland in exchange for the construction of the ROGER M. KYES at the American Ship Building Co. (a Kinsman affiliate). In 1974 she was sold to Oglebay Norton's Columbia Transportation Division. Over the winter of 1975-76 her boilers were converted to oil-fired burners with automated boiler control and her tank top was rebuilt at G & W Industries Inc., Cleveland. The WILLIAM A. REISS (2) was laid up for the last time on August 28, 1981 at Toledo, OH and remained idle there until July 15, 1994 when she was towed out of Toledo to Port Colborne, ON. She passed downbound in the Welland Canal July 19, 1994 in tow bound for Sorel, QC and was moored with former fleetmate ROBERT C. NORTON (2) to be scrapped overseas. The WILLIAM A. REISS (2) in tandem with the ROBERT C. NORTON (2) cleared Sorel on August 5 towed by the tug NEFTEGAZ 56 to overseas scrappers. The tow arrived at Alang, India on December 16, 1994 where the bulkers were scrapped.

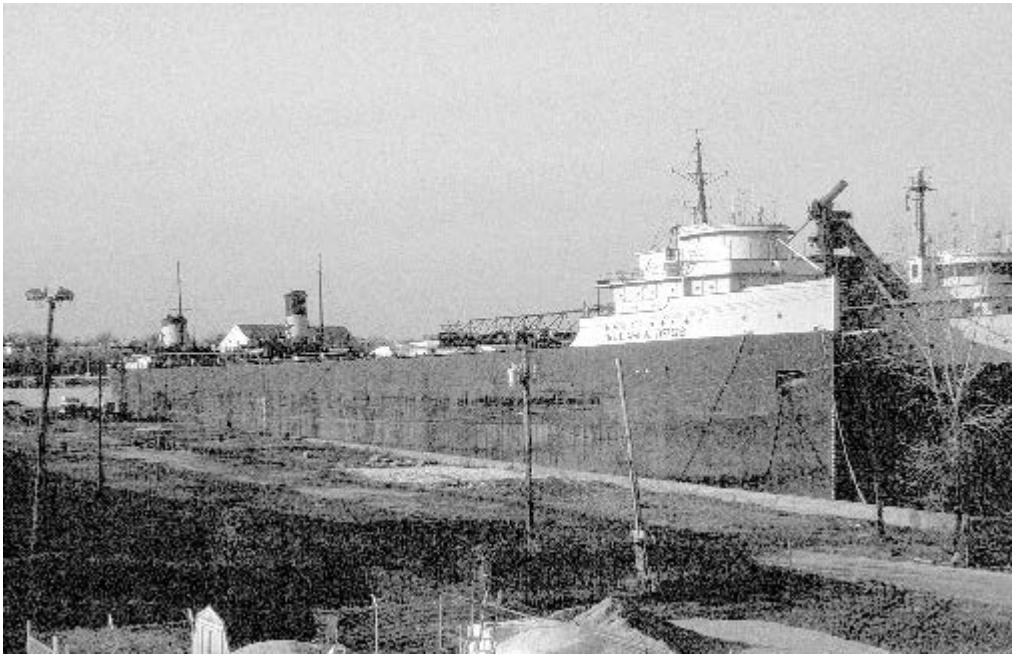


William A, Reiss
being deepened at Manitowoc
1962-63

William A. Reiss in Reiss colors
on the Detroit River 06/1968
[SM]

William A. Reiss in Kinsman colors
on the St. Clair River 08/1972
[SM]

William A. Reiss in Columbia colors at Port Huron 06/1978 [JM]

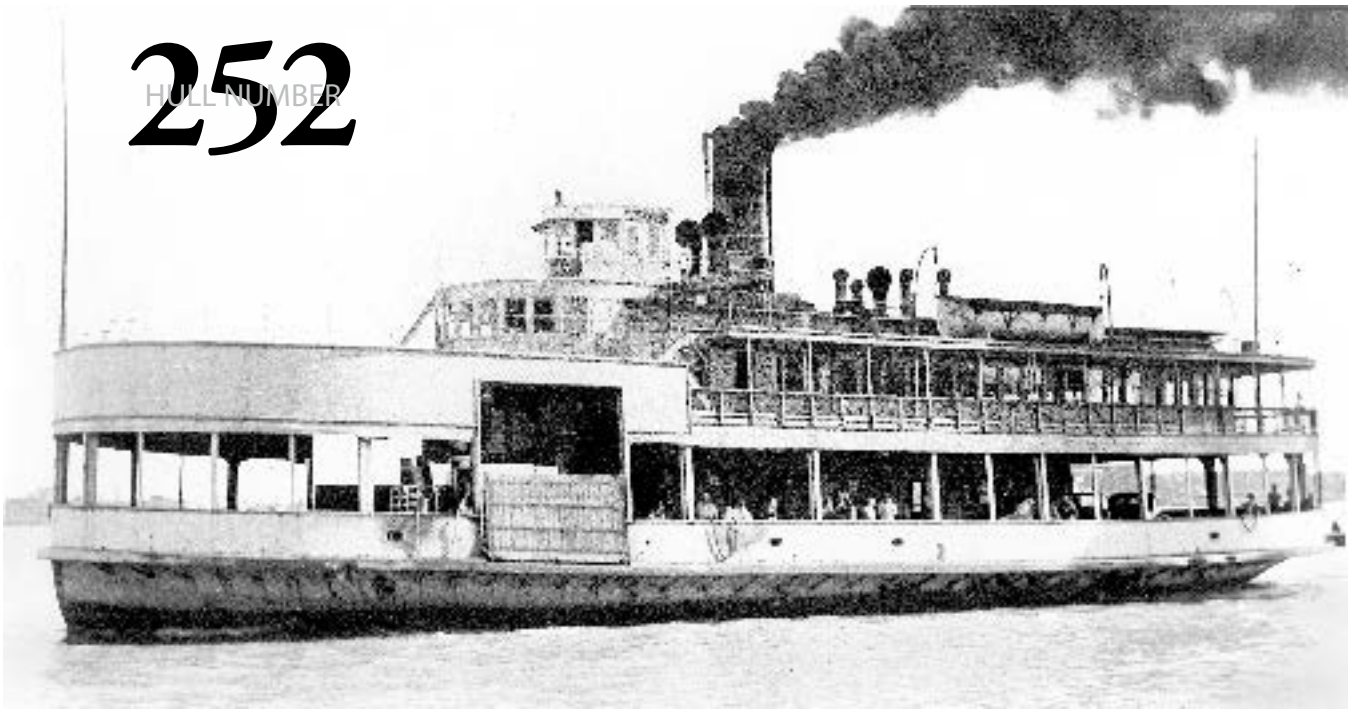


William A. Reiss during 13 year lay up at Toledo 02/1992 [SM]

William A. Reiss during scrap tow at Port Colborne 07/1994 [JM]

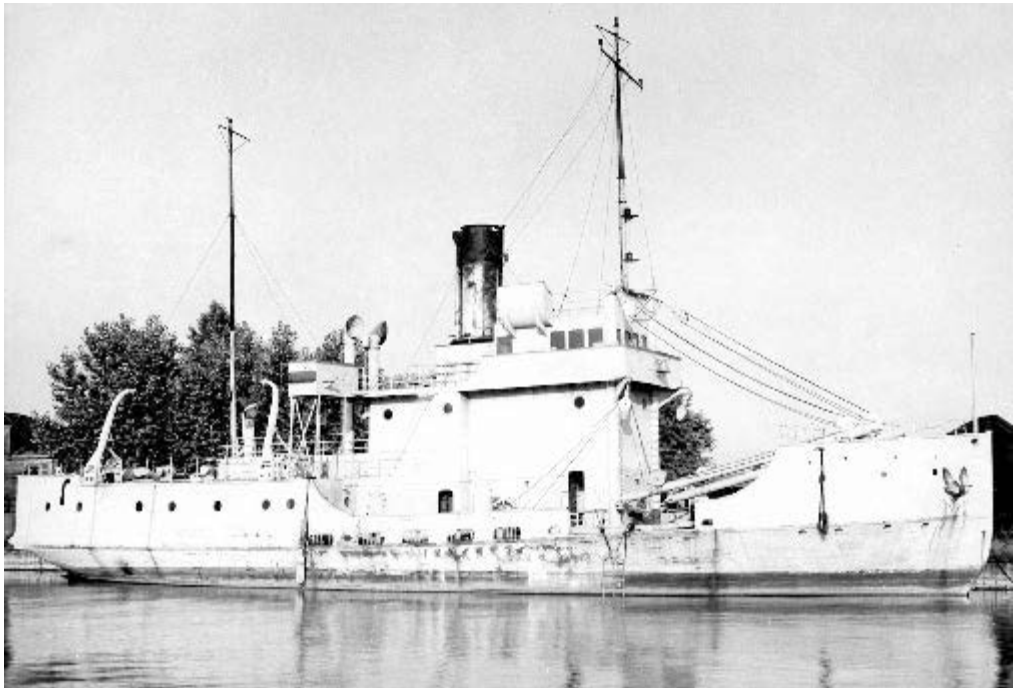
252

HULL NUMBER



Halcyon with a small load of autos and passengers on the Detroit River [PW]

Auto-Passenger Ferry built in 1926 at the River Rouge yard as a) HALCYON (US.225224). Launched December 12, 1925 for the Walkerville & Detroit Ferry Co., Detroit, MI for cross-river service between Walkerville, ON and Detroit. Dimensions:142'2"loa-128'lbp-44'11"-15'8"; 405 GRT, 273 NRT. Powered by an 810 ihp fore & aft compound steam engine and two coal-fired Scotch marine boilers. Entered service January 30, 1026. The ferry company had been established in 1880 by Hiram Walker to expedite the cumbersome commute from his home in Detroit on Walker Street (near Jos. Campau) to his distillery in Walkerville. It also served to connect passengers with his new railway that he established in 1885 across the river, the Lake Erie and Detroit River Railway. The 1920s saw an expansion of auto ferry service throughout the Great Lakes in response to increased auto travel, especially for tourism, which prompted the building of the WAYNE. When the Ambassador Bridge opened in 1929 and the Windsor-Detroit auto tunnel in 1930, cross-river ferry traffic was negatively impacted. The HALCYON, and fleetmate WAYNE (Hull 243) was the last of the Detroit River auto-passenger ferries that operated until May 15, 1942 and laid up at Detroit until being towed to Toledo in August, 1942. The HALCYON was purchased by the US Coast Guard on October 19, 1942 for conversion to a buoy tender-icebreaker by the Toledo Shipbuilding Co. commissioned on December 4, 1942 as b) USCG CHAPARRAL (WAGL 178), she was assigned to the 9th Coast District and stationed at Sault Ste. Marie, MI. After decommissioning on February 8, 1946, she was sold Canadian later that year on December 17th to Pelee Shipping Co. Ltd, London, ON and unofficially renamed CANADIAN HOLIDAY. She was to have been rebuilt as a passenger ship but that never materialized. Then in 1952 she was sold Canadian to McLean, Harrison, Moore & Smith of Kingston, ON, but was never registered. She was to be rebuilt as a salvage vessel for "Guy Underwater Exploration Club." She was given the name of c) TREASURE UNLIMITED, but remained unregistered and idle at Windsor, ON. Subsequently, she was moored at McQueen's Dock at Amherstburg, ON until 1959 when towed to Kingston, ON. The vessel was sold to the Levis Trading Co. Ltd, Lauzon, QC in 1961. She left the Lakes for the East coast and was officially registered Canadian as d) NEWFOUNDLAND CRUISER (C.313944) after her conversion at Quebec City to a diesel coastal freighter. New tonnage: 567 GRT, 364 NRT. In addition to service on the East coast, she operated in the St. Lawrence Seaway and made several trips into the Great Lakes. The NEWFOUNDLAND CRUISER grounded during a storm at Cape Dorset on Baffin Island September 15, 1963 when her anchors dragged and was abandoned as a total loss. The coaster had loaded drummed diesel oil and gasoline at Montreal and was bound for Cape Dorset when she grounded at approximately 64.10°N-76.24°W. There was no loss of life. Her registry was closed on September 18, 1964.



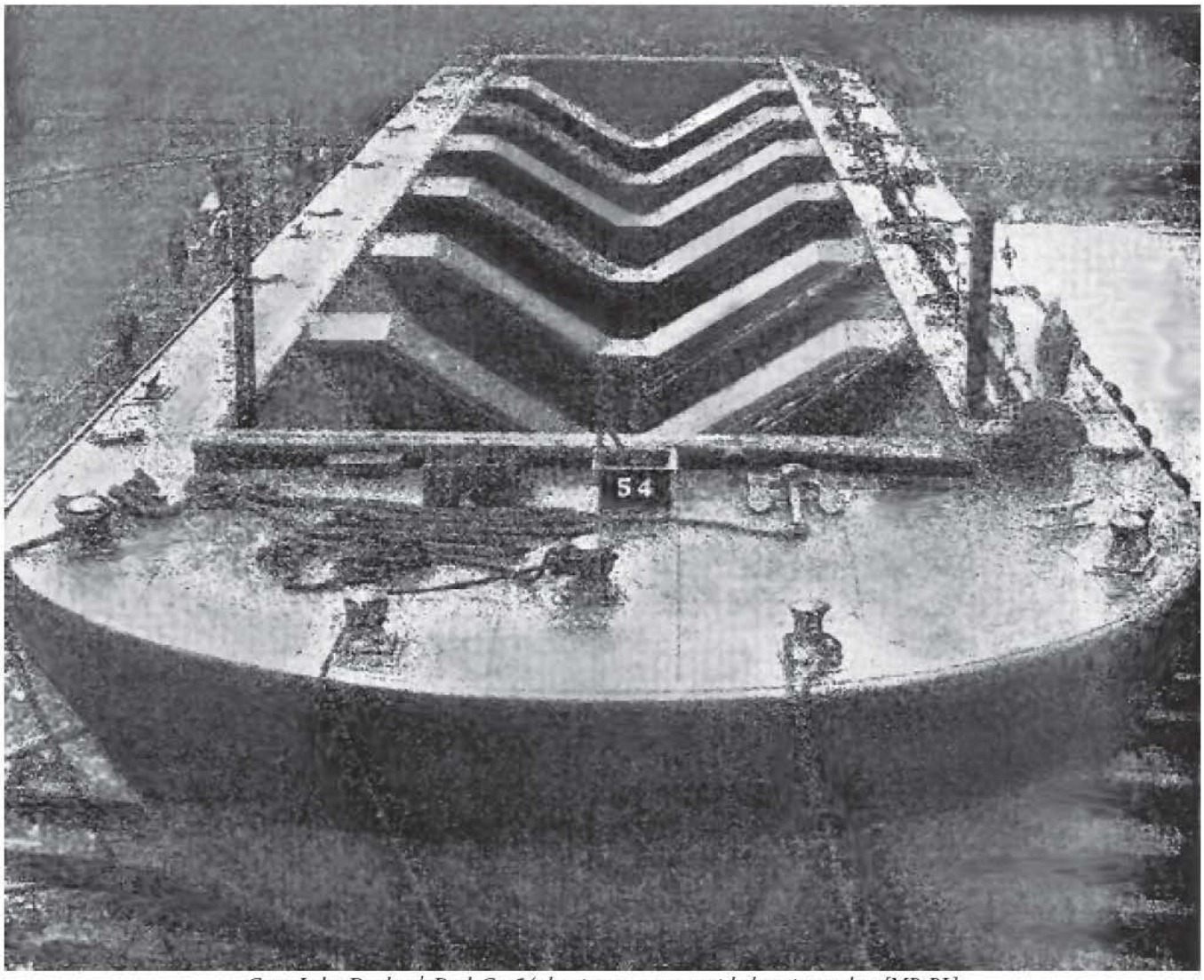
USCG Chaparral
[DC]

Treasure Unlimited
at Amherstburg
[DC]

Newfoundland Cruiser
docked down the
St. Lawrence Seaway
[DC]

Great Lakes Dredge & Dock Co. 54 before launch [MR-BL]

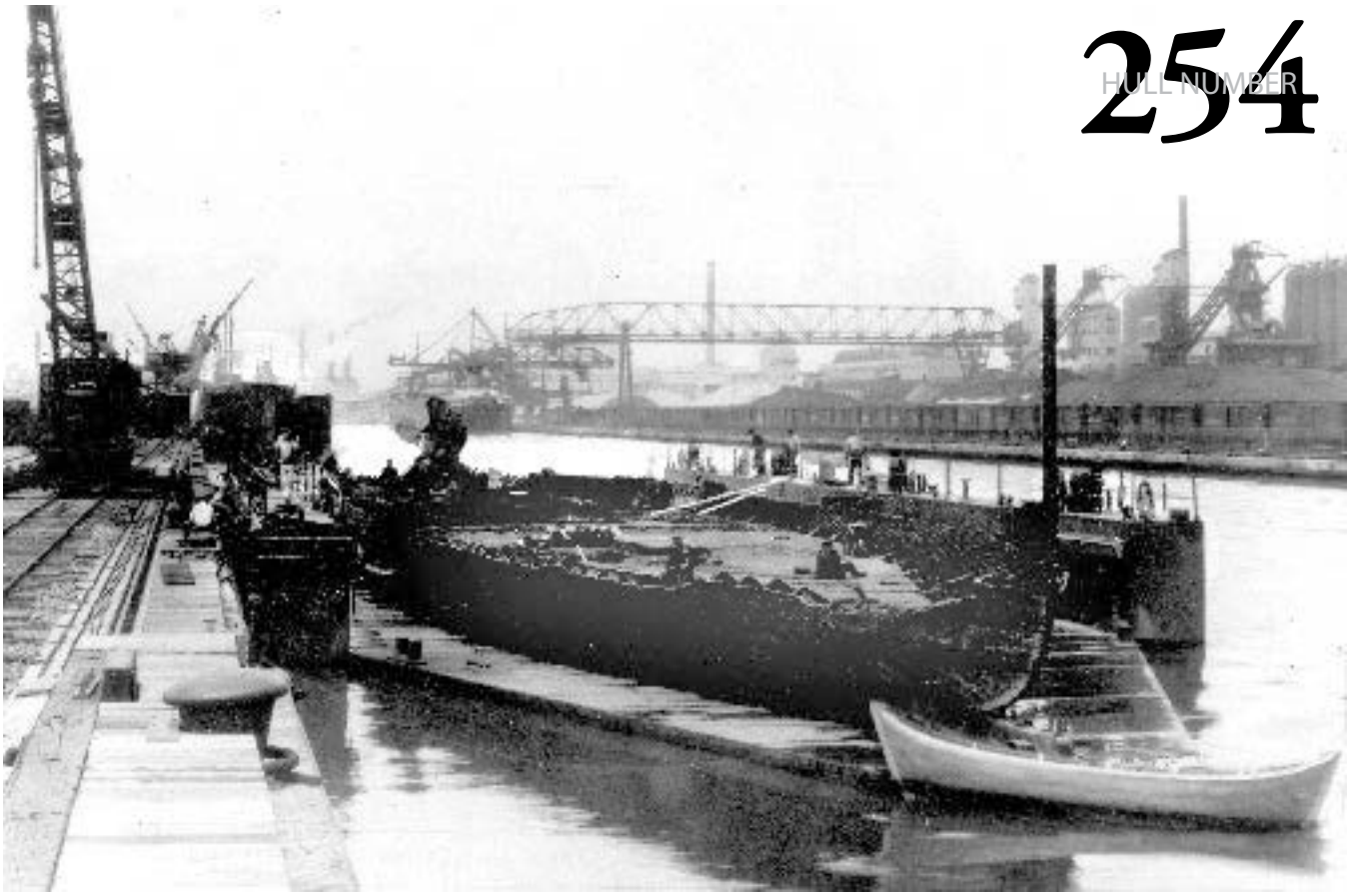
Dump Scow built in 1926 at the River Rouge yard as **a) GREAT LAKES DREDGE & DOCK CO. 54** (US.169512). This scow was launched June 23, 1926 for the Great Lakes Dredge & Dock Co., Chicago, IL. Dimensions: 223'9"-42'4"-15'; 1034 GRT, 1024 NRT. Equipped with seven dumping pockets each 23 feet long. The heavy dumping doors were operated by gas engines with closing gears. Crew cabin for two located aft below deck. Sold to Lake Michigan Contractors, Holland, MI in 1996. Sold to MCM Marine, Sault Ste. Marie, MI in 2000. Still in operation in 2008 and documented to MCM until May 31, 2009.



Great Lakes Dredge & Dock Co. 54 showing cargo space with dumping pockets [MR-BL]

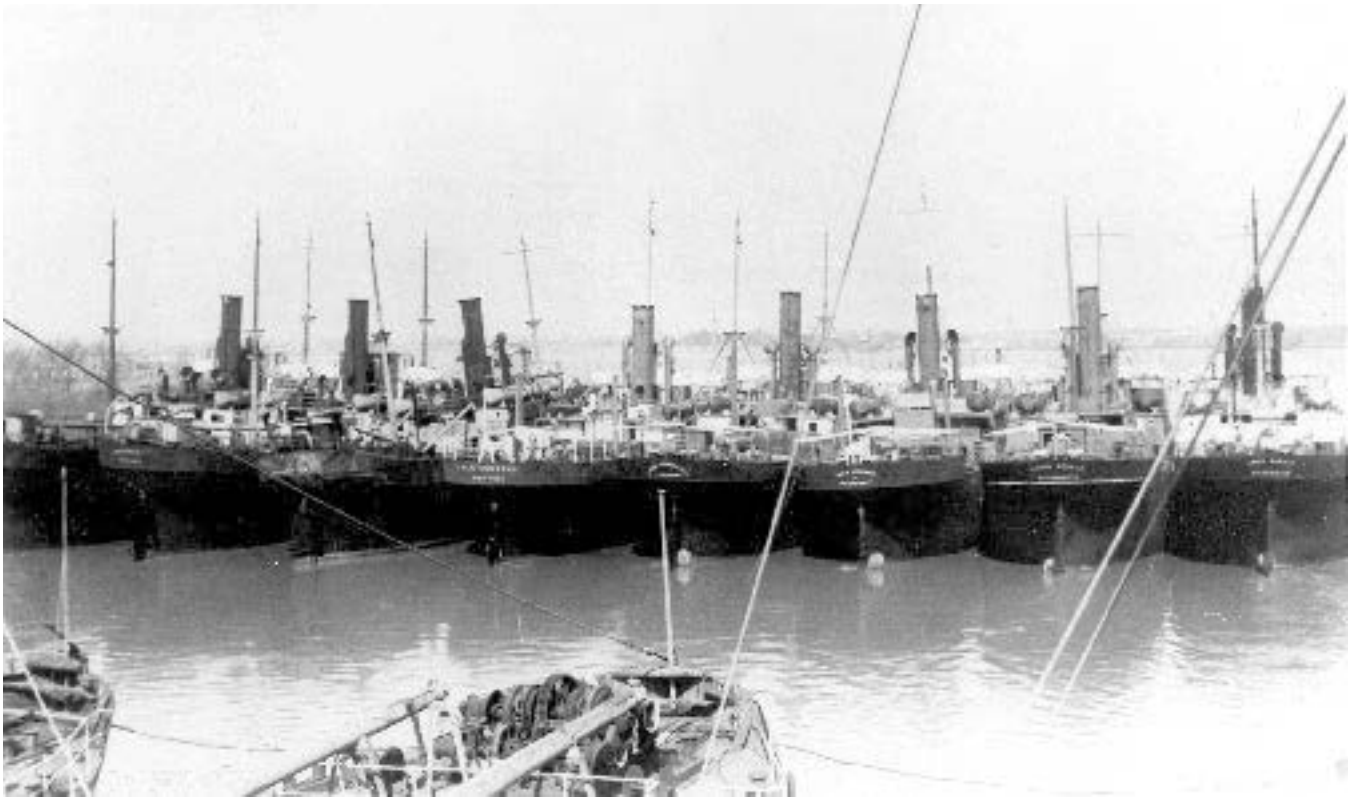
HULL NUMBER

254



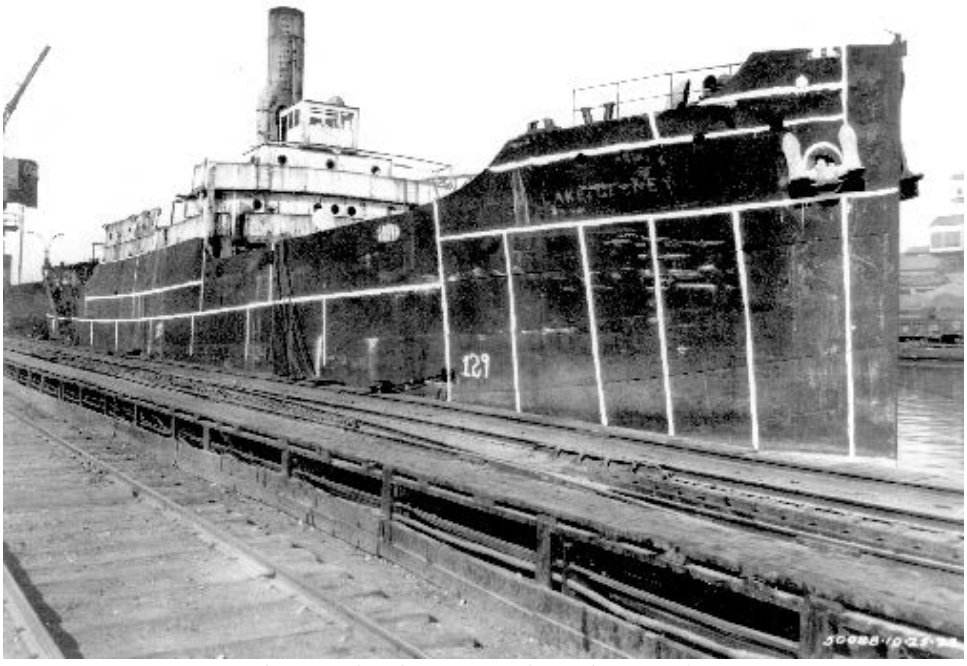
Ford dry dock showing hull remnant ("canoe") in final stage of scrapping [WG]

Floating dry dock built at the River Rouge yard in 1926 for the Ford Motor Co., Dearborn, MI at a cost of $100,000. Dimensions: 250'-63'-13'; lifting capacity was approximately 500 tons. The dry dock was ordered on March 22, 1926 and delivered to Ford's River Rouge steel plant on the Rouge River fourteen weeks later on June 5th; being placed at the inner harbor slip across from their ore dock. Prior to and during WWI, huge numbers of vessels were built for the US Shipping Board to haul commodities and bulk materials in support of the War effort. Early in the War, many merchant ships were sunk by German U-Boats in the Atlantic. This prompted a massive ship building program to compensate for the losses so as to meet the demand for supplies in Europe. By the end of the War, defensive measures in convoying these ships across the Atlantic improved dramatically. This, coupled with improved shipbuilding efficiencies caused a significant surplus in merchant ships at the end of the War. Public sentiment demanded the US Government deal quickly with this surplus. Reserve fleets of ships were laid up at locations all over the United States including Norfolk, VA, New York City, NY, New Orleans, LA, Philadelphia, PA, Orange, TX, and Suisun Bay, CA. The numerous ships in the "surplus fleet" reduced demand for building new ships and required upkeep, which included ship keeping costs as well as maintenance costs to keep them in a ready condition. It was determined in a survey that of the 1180 ships in the reserve fleet at the end of the War, 360 were at least partially active, 299 were in the top two tiers of "ready" reserve status, leaving 521 as absolute surplus with virtually no chance of being used. Industrialist Henry Ford purchased 199 of these for $1.7 million on August 25, 1925 to be used as scrap for his River Rouge steel mill. Unsubstantiated complaints were raised claiming that this price was too low and that favoritism played a part in this transaction, but the market proved to be so soft that many vessels received no bids at all. There were stipulations from the government, however, that these vessels were sold for the sole purpose of scrapping within a specified time of less than two years. In addition, the hulls had to be scrapped and could not be utilized for any navigable purpose. Further, salvaged machinery could not be sold, and, if not scrapped, could only be used for Ford's purposes. The 199 vessels bought by Ford were comprised of 50 vessels of 335 feet in length and 149 WWI Lakers, 22 of which had been built by GLEW. It was Ford's responsibility to retrieve the vessels from where ever they were located. For this, Ford bought seven seagoing "Shipping Board" tugs at a cost of $42,000 each to tow these vessels to Dearborn. These powerful coal-fired tugs were 142 feet long and 27.7 feet abeam and usually towed two or three WWI Lakers at a time. The tugs were named: BALLCAMP, BAYMEAD, BARLOW, BUTTERCUP, BARROLLTON, HUMRICK, and BATHALUM. The 335 foot vessels, too



Dry dock victims in one of the East coast reserve fleets[WG]

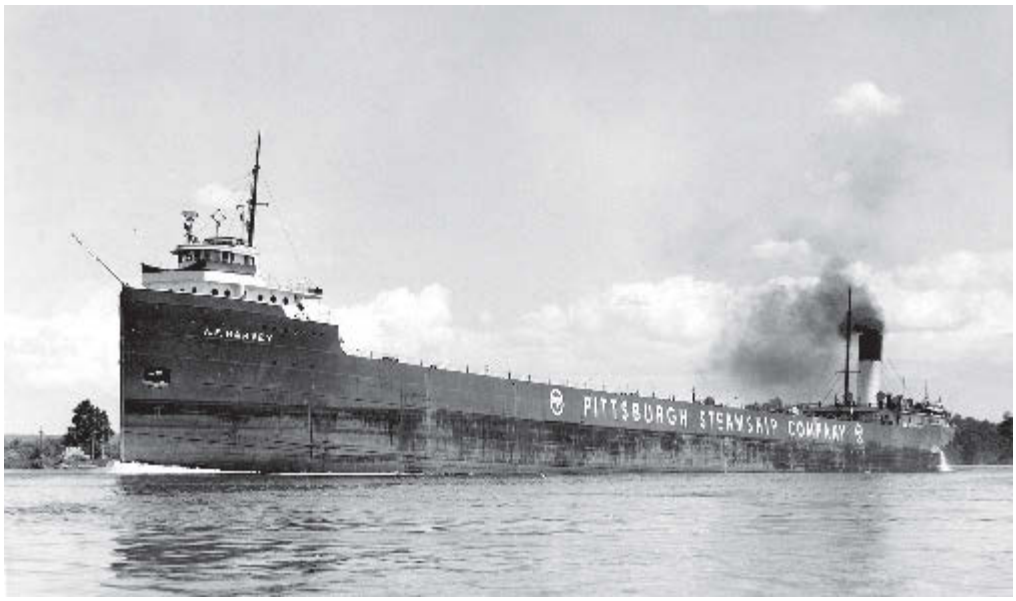
large to enter the Lakes via the Seaway were cut up at three East coast yards, Federal Shipbuilding at Newport News, VA, Sun Shipbuilding & Drydock at Kearny, NJ, and Southern Shipbuilding at Newport News and loaded into WWI Lakers. The scrap generated from each "335 footer" filled nearly three WWI Lakers, which were towed in tandem to Detroit. The WWI Lakers were then placed in a scrapping "disassembly line" at the inner harbor slip across from Ford's ore dock. There they were unloaded of their scrap and moved along the dock as they were gradually cut down to the double bottom, the "canoe". The final step was when the "canoe" was floated onto the dry dock and raised where scrapping was completed. Ten hulls were in constant process of dismantling. All of the scrap was cut into sizes compatible for the blast furnaces and the railcars that ran on tracks along the "disassembly line". When the last of the 199 vessels, LAKE BLANCHESTER, was dismantled on December 24, 1927, the dry dock was reportedly cut up and scrapped at the Ford site. The first vessel scrapped by Ford was the LAKE FONDULAC, which was retrieved from the New York reserve fleet by the tug BALLCAMP, was their test case. It was determined that they could scrap the vessel almost completely, but not the last floating remnant, thus necessitating the dry dock. The FONDULAC's dismantling was reportedly completed when the dry dock was delivered in June, 1926.



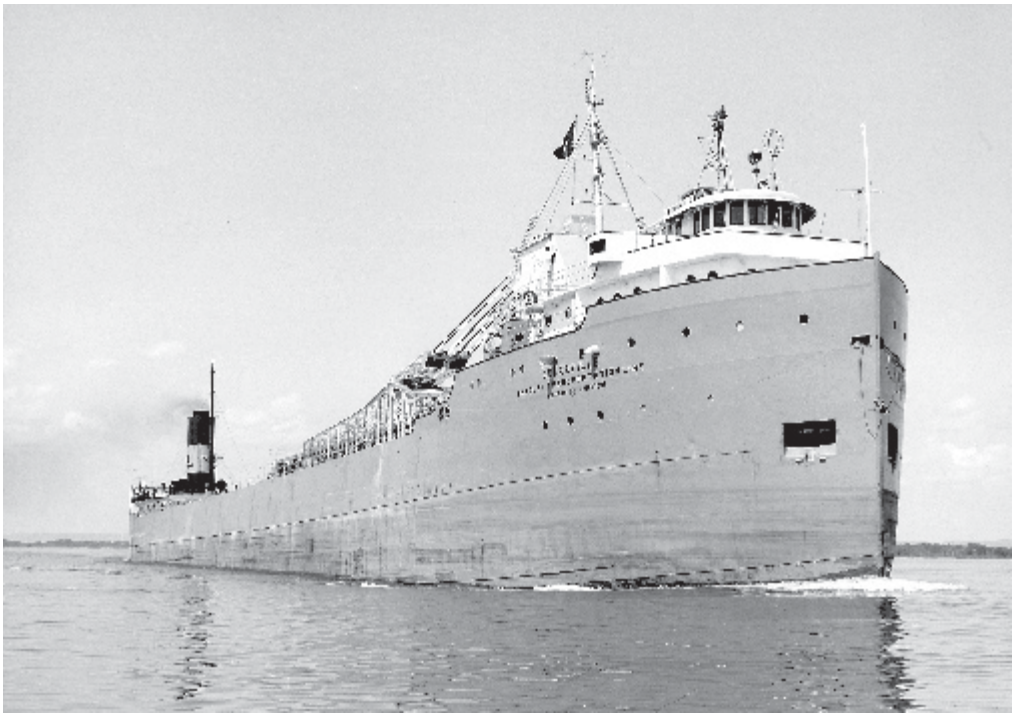
Victim being sized up for cutting at the Ford's Rouge plant [WG]

A. F. Harvey on the St. Marys River [SMMC]

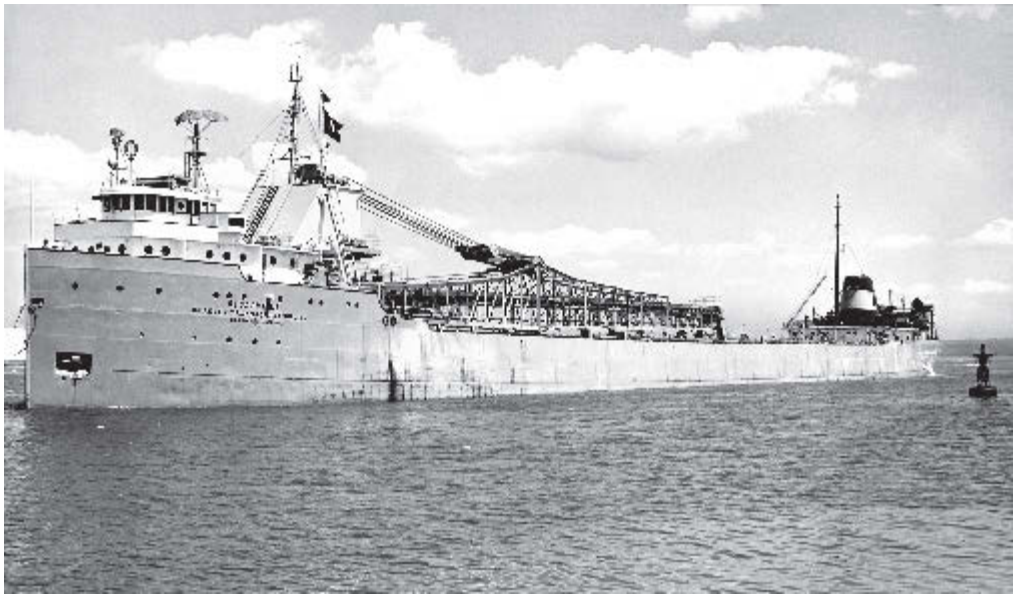
Lake Bulk Freighter built at the River Rouge yard in 1927 as a) A.F. HARVEY (2) (US.226492). Launched April 9, 1927 for the Pittsburgh Steamship Company, Cleveland, OH. Dimensions: 603'10"loa-588'6"lbp-60'-32'; 7973 GRT, 6352 NRT, 13,375 dwt. Powered by a 2,200 ihp triple expansion steam engine and three coal-fired Scotch marine boilers. Entered service in May, 1927. The HARVEY, upbound light, was in collision with the downbound loaded whaleback steamer JOHN ERICSSON (US.77226) in dense fog on Lake Huron, May 17, 1928, about 15 miles from DeTour, MI. The whaleback had to be beached to prevent her from sinking. The HARVEY continued on to DeTour to await inspection before she was released for repairs. Later the ERICSSON was released, repaired and returned to service. The A.F. HARVEY (2) was transferred to the Bradley Transportation Line, Michigan Limestone Division, US Steel Corp., Detroit, MI late in 1956, the second such transfer that year to meet increasing demand for limestone; the other being the MYRON C. TAYLOR (Hull 269). The HARVEY laid up at the end of the 1956 season at Defoe Shipbuilding's Bay City, MI yard where she was converted to a self-unloader over the winter of 1956-57. She emerged from the shipyard in the traditional Bradley gray paint scheme sporting her new name, b) CEDARVILLE, which was given to her on May 25, 1957. Her sailing was delayed that spring by severe ice conditions on the Lakes, one of the worst in that time frame. New tonnage: 8575 GRT, 6229 NRT, 13,375 dwt. Reboilered with two Foster-Wheeler coal-fired water tube boilers and a new "streamlined" stack installed at Rogers City, MI in 1961. Sank in the Straits of Mackinac two miles east of the Straits Bridge following a collision with the Norwegian motor vessel TOPDALSFJORD in heavy fog on May 7, 1965. Ten lives were lost, but the balance of her 35 crew was rescued by another salt water vessel, the WEISSENBURG. The CEDARVILLE, which had loaded limestone at Calcite, MI bound for Gary, IN, was not salvaged and still rests in two pieces on the bottom of the Straits mostly on her starboard side in 110' of water at N 45°47.13'- W 84°40.13'.



A. F. Harvey on the St. Marys River 1950 [DC]



Cedarville on the St. Marys River 1957 [SMMC]



Cedarville after reboilering and new stack 1964 [DC]

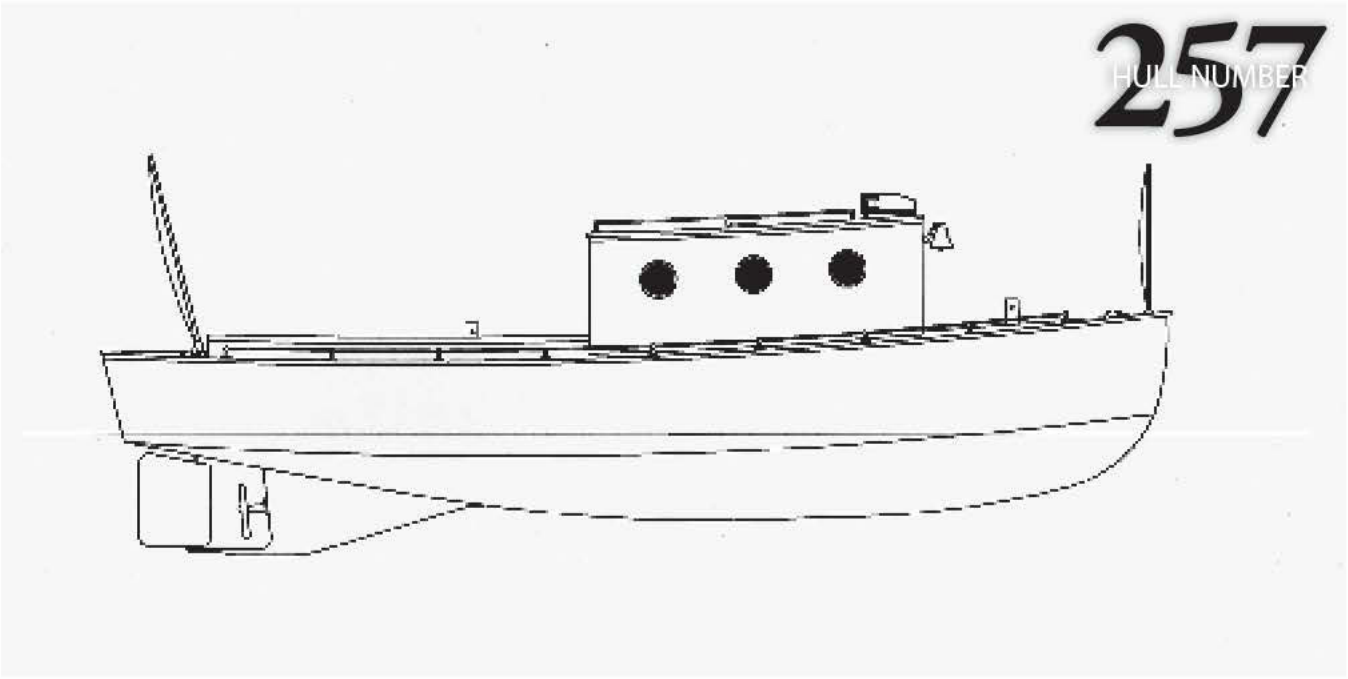
S.T. Crapo with her green hull [DC]

Lake Bulk Cement Freighter built at the River Rouge yard in 1927 as a) S.T. CRAPO (US.226885). The CRAPO's keel was laid on April 11, 1927 and launched 87 days later on July 7, 1927 for the Huron Transportation Co. (Huron Portland Cement), Detroit, MI. Dimensions: 420'6"loa-384'lbp-60'6"-29'; 4769 GRT, 2942 NRT, 7500 dwt. Powered by an 1,800 ihp triple expansion steam engine and three coal-fired Scotch marine boilers. The CRAPO, built at a cost of $1,080,000, was launched with steam up in her boilers and cabins installed indicating she would soon enter service. The CRAPO entered service on August 18, 1927 as only the second vessel built by design as a finished powder cement carrier; the first was her fleetmate JOHN W. BOARDMAN built in 1923. The CRAPO's five vessel fleet merged into the Huron Portland Cement Co. in 1955. A bow thruster was installed over the winter of 1963-64 by the G & W Welding Co., Cleveland, OH. The CRAPO and her fleetmates were sold to National Gypsum, Detroit early in 1965, sailing that spring with their dark green hulls painted over with a light cement beige color and sporting the new National Gypsum signboard on her bow. The CRAPO and her fleetmates were sold again on January 1, 1987 to the Inland Lakes Transportation, Inc., Alpena, MI (a La Farge Corp. subsidiary) and operated by Inland Lakes Management. Over the winter of 1994-95, she was converted to oil at Bay Shipbuilding, Sturgeon Bay, WI, the last coal-fired bulk carrier on the Great Lakes. Her last trip under steam took her to Cleveland on September 4, 1996 when her ILM crew walked off in a labor dispute. After shifting her on the Cuyahoga River twice, the CRAPO laid up until September 9, 1997 when she was towed from Cleveland by the G-tugs OHIO and WISCONSIN to Green Bay, WI arriving on September 11th for use as a cement storage barge at the La Farge dock. She became expendable when the fleet received the new 460 foot, 14,000 ton capacity integrated cement barge, INTEGRITY in 1996 thus prompting her idle status. Her propeller and shaft were removed in October, 2003. The CRAPO was put back into service as a barge for one tow to Alpena by the G-tug OHIO October 22, 2005 where she was loaded and returned to Green Bay, on October 29. This trip was necessary because her fleetmate, ALPENA, had experienced mechanical problems and was taken out of service briefly for repair. The CRAPO remains at Green Bay as of 2008. The S.T. CRAPO will be warmly remembered as a harbinger of spring as she was often one of the first bulk carriers to sail every season.

S.T. Crapo from the Ambassador Bridge, Detroit
10/05/1975
[SM]

S.T. Crapo at St. Joseph, MI
10/19/1981
[SM]

S.T. Crapo at her Detroit dock
08/31/1996
[SM]



Detroit Police boat profile by Karl Kuttruff from design drawings [KK]

Steel Police Boat built in 1927 at the Ecorse yard for the City of Detroit Police Department. (This boat was not documented.) In 1927 the 18th Amendment was in its eighth year. Rum running was increasing rampantly and the law enforcement agencies, including the Detroit Police Department, were having great difficulty stemming water born smuggling. The Volstead Act initiated on January 17, 1920 was enacted for the enforcement of the 18th Amendment. To combat rumrunners who used fast speedboats to transport alcoholic beverages from Canada to the US, the US Customs Border Patrol and the Detroit Police Department ordered powerboats used for blockade and other duties in an attempt to apprehend the illegal trafficking. In 1927 the GLEW received an order to build a boat for the City of Detroit to add to the flotilla of intercepting boats. The dimensions were 30'0"loa-9'0"-5'5". Though information on this boat is sparse, the design drawings show it was powered by a single 6-cylinder, 65 horsepower Kermath gasoline engine which drove a 22" diameter by 16" pitch three blade bronze propeller. The US Government flotilla of fast boats made an impact on smuggling and the rumrunners resorted to other means to transport liquor into the United States. Airplanes were pressed into service, but ways that were more effective were via cross-river railroad car ferries and, when the Ambassador Bridge opened in 1929 followed by the Detroit-Windsor Automobile Tunnel in 1930, automobiles and trucks were used to bring in illegal spirits. In December, 1933 the 18th Amendment was rescinded along with the Volstead Act, which put an end to rum running and the related crime, thereby eliminating the need for the police fleet of boats for other than waterfront patrol and rescue. Disposition of the GLEW-built police boat is unknown but an ad for Scripps Motor Co. in November, 1936 depicts this boat with a Scripps Marine Engine showing that the boat was still in operation for the Detroit Police Department. It also shows that the boat had a Scripps Marine Engine at the time. Presumably, it was sold or scrapped. Another steel boat (35 feet in length) of similar type built by DeFoe Ship Building of Bay City, MI was added to the fleet in 1938, which likely was a replacement for the GLEW boat.

Scripps Motor ad depicting Detroit Police Boat Detroit 11/1936 [JRL]

258

HULL NUMBER

Barge 140 on the St. Lawrence River after use as a fireworks barge on the Detroit River 11/12/2001 [MN]

Flat Scow built in 1927 at the River Rouge yard as a) NO. 140 (US.170010). Hull 258 was launched March 10, 1928 for the Great Lakes Dredge & Dock Co., Chicago, IL. This launch was the same day as hulls 259 and 260. Dimensions: 165'8"-42'6"-12'; 723 GRT, 723 NRT. Delivered from the shipyard on or about April 1, 1928. Renamed b) 140 in 1992. In service for GLD&D until sold to Lake Michigan Contractors, Holland, MI late in 1996. Sold to the Faust Corp, Grosse Pointe Farms, MI in 1999. In service for Faust as of August 31, 2008.

259

HULL NUMBER

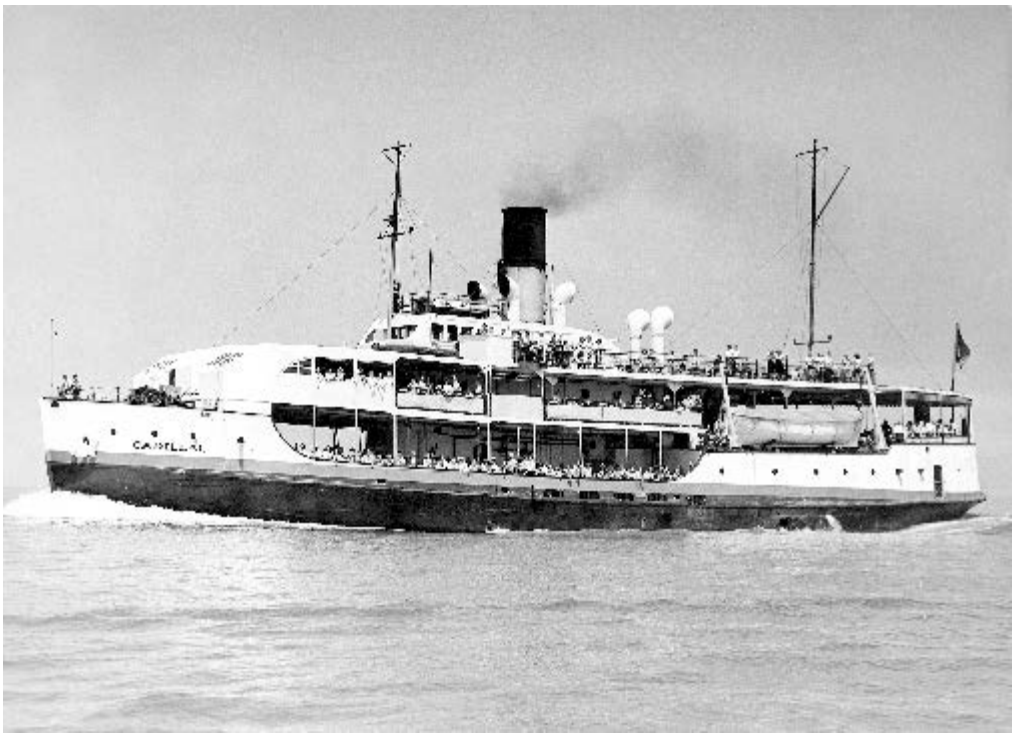
NO PHOTO

Flat Scow built in 1927 at the River Rouge yard as a) NO. 141 (US.170011). Hull 259 was launched March 10, 1928 for the Great Lakes Dredge & Dock Co., Chicago, IL. This launch was the same day as hulls 258 and 260. Dimensions: 165'8"-42'6"-12'; 723 GRT, 723 NRT. Delivered from the shipyard on or about April 1, 1928. Renamed b) 141 in 1992. In service for GLD&D until sold to Lake Michigan Contractors, Holland, MI late in 1996. Sold to the Faust Corp, Grosse Pointe Farms, MI in 1999. In service for Faust as of August 31, 2008.

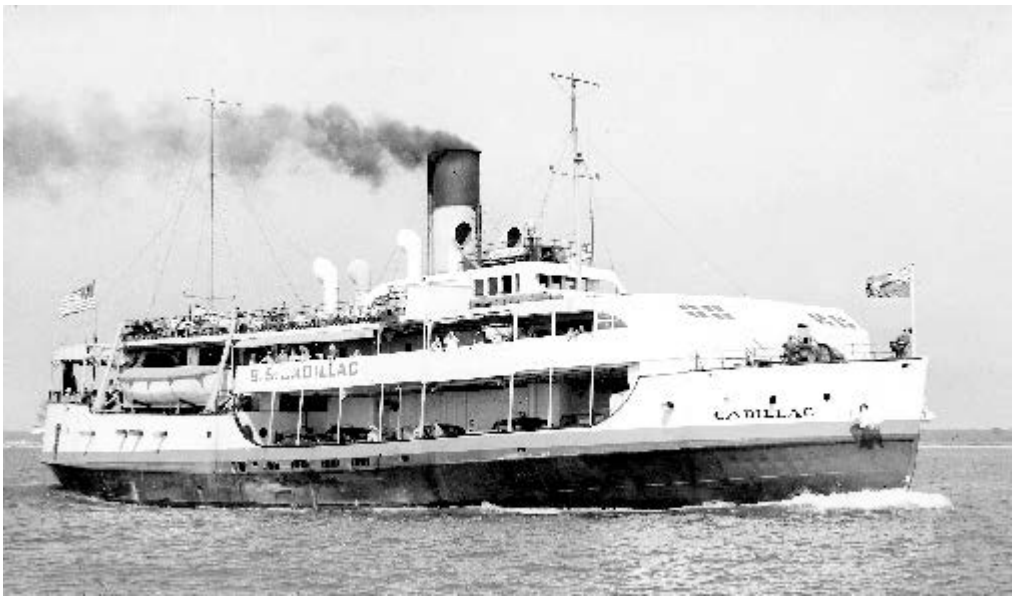
Cadillac on the Detroit River 1935 [DC]

Auto-Passenger Ferry built at the River Rouge yard in 1928 as a) CADILLAC (US.227292). Hull 260s keel was laid December 29, 1927 and subsequently launched on March 10, 1928 for the Detroit & Windsor Ferry Co., Detroit, MI for the cross-river auto-passenger ferry service between Detroit and Windsor, ON. Dimensions: 170'6"loa-155'8"lbp-56'/66'7"(over the guards)-17'9": 636 GRT, 404 NRT. Powered by an 1800 ihp three cylinder compound steam engine and two coal-fired Scotch marine boilers. This vessel was launched the same day as two scows, hulls 258 and 259. CADILLAC, designed by noted naval architect Frank E. Kirby, was placed in service on April 25, 1928 carrying passengers across the Detroit River which preceded but felt competition from the opening of the Ambassador Bridge in 1929 and the Detroit-Windsor Auto Tunnel in 1930. This competition forced the D.&W. Ferry Co. to cease this service with CADILLAC having the dubious honor of the last crossing on July 19, 1938 before laying up. The D.&W. Ferry Co. (aka Detroit, Windsor, and Belle Isle Ferry Co.) had opened an amusement park on Bob-Lo Island (Bois Blanc) in 1898. When their cross-river auto ferry service ended in 1938, they reorganized as Bob-Lo Steamers Inc. CADILLAC was transferred to Bob-Lo Steamers, Inc., Detroit in 1940 transporting passengers to the Bob-Lo Island Amusement Park from Detroit. Sold to the US Coast Guard in 1942 for $70,000, was converted to a lighthouse tender-ice breaker at Toledo Shipbuilding and renamed b) USCG ARROWWOOD (WAGL 176). Commissioned December 15, 1942 and was assigned to the 9th Coast Guard District, stationed at Cleveland. Decommissioned September 29, 1945 at Grand Haven. Sold to the Cleveland-Canada S S Co., Cleveland, OH on July 11, 1946, was reconverted to a passenger vessel and her name was restored to c) CADILLAC. New tonnage: 947 GRT, 644 NRT. CADILLAC was used to ferry passengers from Cleveland to Cedar Point and Erieau, ON until the fall of 1947 when used as a restaurant ship at Cleveland. The Reconstruction Finance Corp. claimed her in 1948 and was sold to the T.J. McCarthy SS Co., Detroit in 1949. Sold Canadian to the Hamilton Harbour Commissioners in December 1952 and renamed d) LADY HAMILTON (C.195693). Reconstructed with an ice-breaking bow. New Tonnage: 1148 GRT, 664 NRT. Sold to the Steel Company of Canada, Hamilton, ON for scrap in 1962, arriving there at the scrapper's dock on May 26, 1962 and dismantled there by year's end.

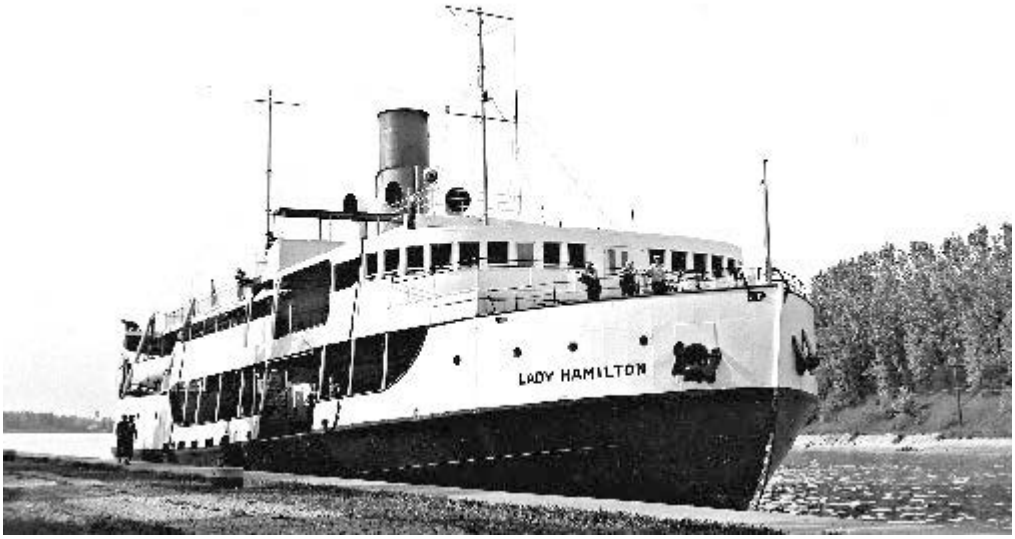
USCG Arrowwood at Cleveland c1943 [DC]



Cadillac with passengers bound for Cedar Point Amusement Park 1947 [DC]



SS Cadillac coming into Erieau c1947 [DC]



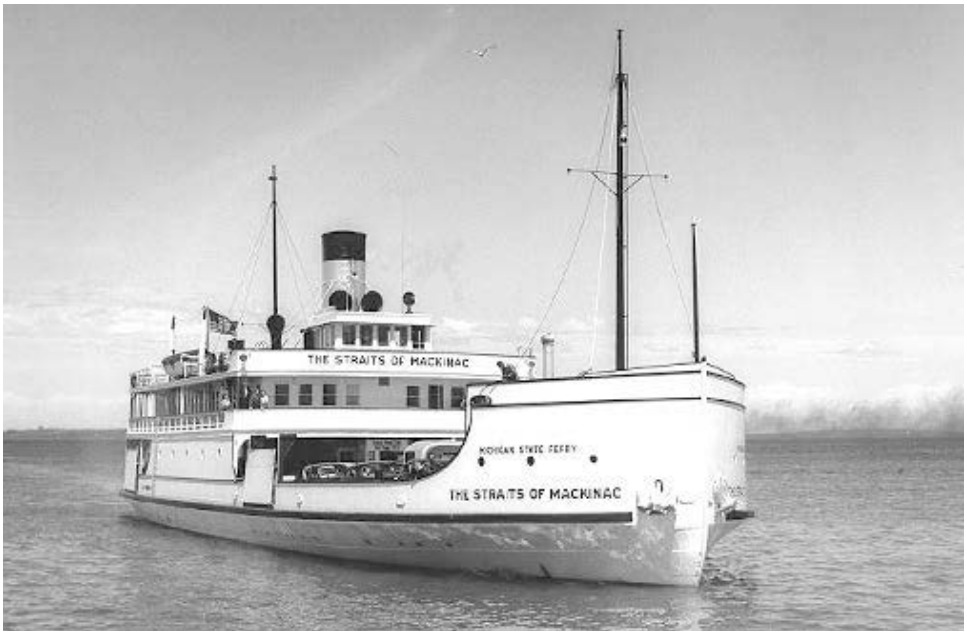
Lady Hamilton [DC]

The Straits of Mackinac at the shipyard 1928 [SMMC]

Passenger and Automobile Ferry built in 1928 at the River Rouge yard as a) THE STRAITS OF MACKINAC (US.227644). Launched April 28, 1928 for the Highway Department, State of Michigan, Lansing. Dimensions: 202'11"loa-190'lbp-48'-16'6"; 733 GRT, 274 NRT, displacement (loaded) 1475 tons. Powered by a 1,100 ihp triple expansion steam engine and two coal-fired Scotch marine boilers driving a single propeller. This ferry was the fourth ferry to join the Highway fleet to handle the increasing auto traffic between the lower and upper peninsulas of Michigan across the Straits of Mackinac. Specifically designed for use with their terminal docks at Mackinaw City and St. Ignace, the ferry could carry up to 500 passengers and 60 automobiles. THE STRAITS OF MACKINAC was completed June 19, 1928 at a cost of $375,000 and departed from the shipyard bound for Mackinaw City. The State of Michigan had embarked on a massive road building program by 1920, which induced the state highway department to begin its cross-Straits ferry service on July 31, 1923 to connect the two peninsulas. A second parking level was added in 1930 to her open forward deck to accommodate 30 more autos, but was removed over the winter of 1940-41 at Cheboygan, MI because of the need for space to handle semi trailer trucks which were too big to fit under the second level. Traffic continued to increase, except during WWII when gas rationing curtailed traveling by car. Vehicles carried by the fleet of highway department ferries, totaling five in the 1950s, topped 900,000 for the first time in 1955. This was accomplished again during the first ten months of 1957, before the Mackinaw Bridge opened on November 1, 1957. Pressure to build the bridge across the Straits of Mackinac had been mounting since the 1930s until early in 1954 when the bridge was started. Complaints about ferry service included long lines, some as long as five miles during hunting season, high cost, and hampered schedules due to ice jams in the winter, were the driving forces behind building the bridge. A typical ferry crossing time averaged 45 minutes. THE STRAITS made her last cross-Straits trip as a Michigan State auto and passenger ferry on Sunday, Sept. 8, 1957. However, she did continue to shuttle state highway department equipment back and forth to Mackinac Island until October 10, when THE STRAITS OF MACKINAC laid up at Dock 1 in St. Ignace. Finally, after the "Mighty Mac" opened, the State of Michigan discontinued cross-Straits auto ferry service and THE STRAITS OF MACKINAC, along with her four fleetmates, remained idle at St. Ignace. THE STRAITS laid idle at Dock 1 until being sold in March, 1960 to the Straits Transit Co., Inc., Mackinaw City, MI (which consisted of former employees of the disbanded Highway ferry service). They operated her for a number of years to Mackinac Island as a passenger-only ferry (and an occasional freight boat.) laying up at season's end mostly at Cheboygan. Due to the fact that THE STRAITS was still coal fired, required more maintenance and a larger crew to operate, a diesel powered ferry was purchased by Straits Transit to replace the old steamer which was then sold to Peterson Builders, Inc., Sturgeon Bay, WI after the 1968 season for non-transportation use. Towed out of Cheboygan on November 11, 1968 to Sturgeon Bay, Peterson initially used her as living quarters for employees and eventually storage. Peterson attempted to sell the STRAITS in the 1970s at an advertised price of $120,000 with no luck. Much of the superstructure, which had deteriorated to the point of becoming a safety hazard, was

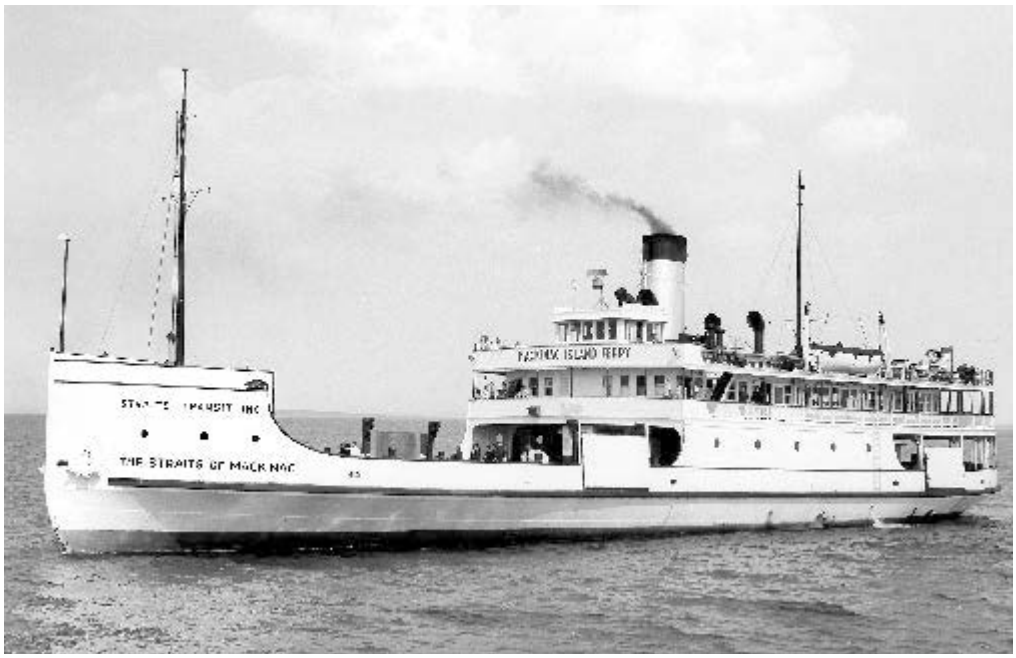
The Straits of Mackinac with second parking level [SMMC]

stripped off in the mid-1980s as she continued to lay idle at Sturgeon Bay. The derelict vessel was sold to Constantine Makydakis in 1994 for the purpose of scrapping her in Greece and was towed to Kewaunee, WI. He suddenly passed away and left the STRAITS abandoned at Kewaunee. In sad condition and having sunk at the Marine Lift dock, Jerry Lamer, owner of the dock, gained title to the STRAITS by taking the widow of Constantine Makydakis to court. After attempts to put the vessel to good use failed, around 1998, the Great Lakes Center for Marine History (GLCMH) gained title to the vessel and acquired docking space for three years on condition that they keep her afloat and maintained while trying to attract funding to renovate the vessel for historic purposes. Attempts to save her by soliciting funds from the State of Michigan for preservation and restoration were unsuccessful. Title was then transferred from the GLCMH to the Neptune's Nimrods, a dive club from Green Bay, WI. When plans by this group to prepare and sink her near Sturgeon Bay (1.5 miles off of Algoma, WI) for a dive attraction fell through and when new owners of the dock where the vessel had been moored threatened to have her evicted, title was transferred again; this time to the Straits of Mackinac Project, a Tim Early Foundation, 501-3c organization, in the summer of 2002. The STRAITS was towed from Kewaunee to Chicago and docked in the Calumet River where it was prepped for sinking by removing all hazards and made diver friendly. On April 10, 2003, THE STRAITS OF MACKINAC was intentionally sunk 14 miles east of Chicago in 80 feet of water for use as a recreational dive site and fish habitat. After a 75 year journey, THE STRAITS finally came to rest upright on the bottom at N 42° 02.73'x W 87°30.88'.



The Straits of Mackinac working for the State of Michigan [DC]

The Straits of Mackinac being painted for service under new owners at St. Ignace 03/1960 [SMMC]



The Straits of Mackinac under Straits Transit ownership c1965 [DC]

The Straits of Mackinac at Kewaunee 05/27/2002 [DW]

The Straits of Mackinac being sunk as a dive site and fish habitat on Lake Michigan 04/10/2003 [DW]

262

HULL NUMBER *NO PHOTO*

Shore Scow built in 1928 at the River Rouge yard as a) NO. 142 (US.170102) for the Great Lakes Dredge & Dock Co., Chicago, IL. Dimensions: 130'8"-32'-10'; 360 GRT, 360 NRT. Sold in 1943 to the US Government. No further information available.

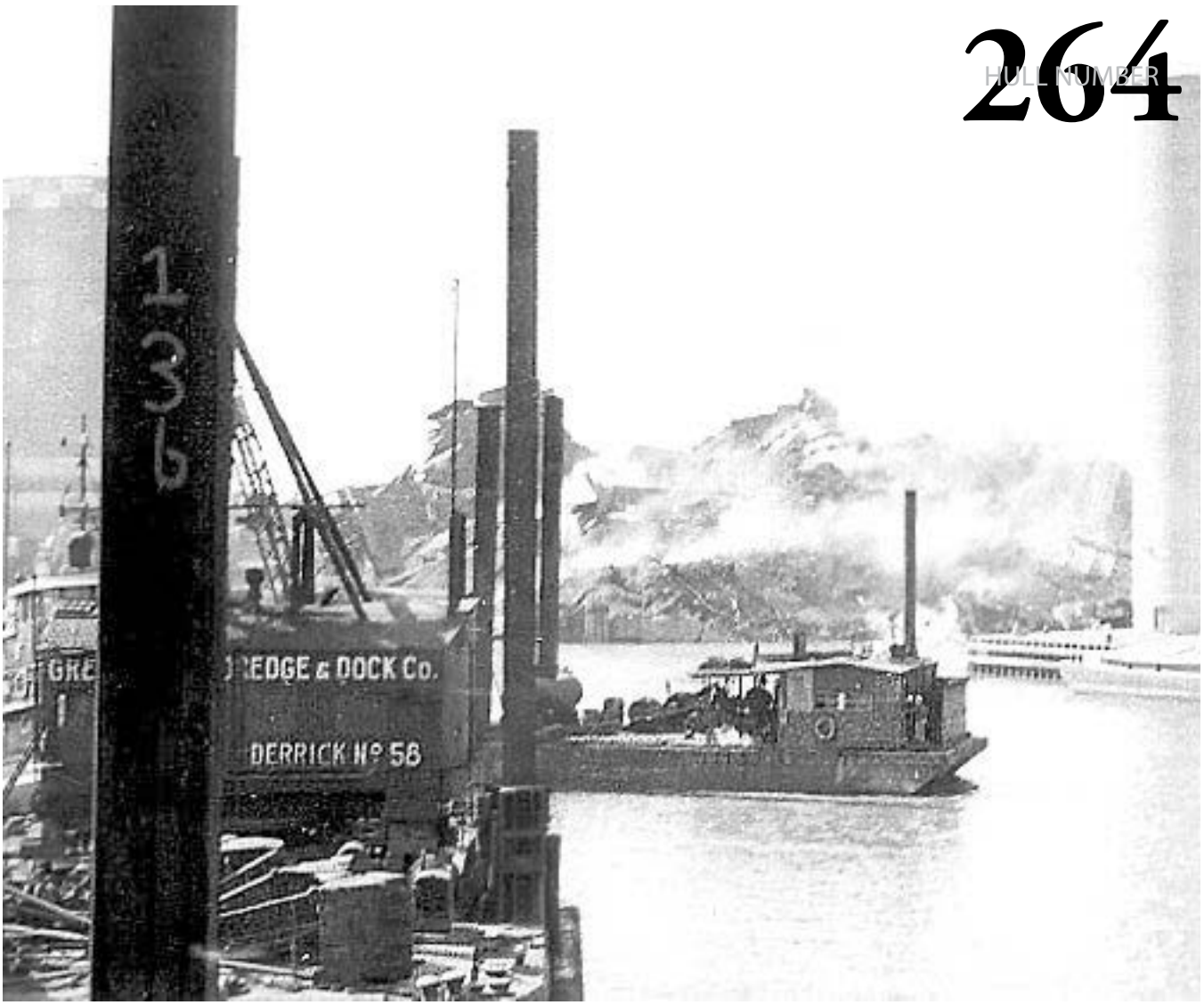
263

HULL NUMBER *NO PHOTO*

Derrick Scow built in 1928 at the River Rouge yard as a) NO. 57 (US.170066). Hull 263 was launched on March 16, 1928 along with hull 264 for the Great Lakes Dredge & Dock Co., Chicago, IL. Dimensions: 120'8"-42'6"-10'; 402 GRT, 402 NRT. Operated for GLD&D until being scrapped in 1968. Removed from documentation in January-February, 1969.

264

HULL NUMBER



Derrick No. 58 in the Rouge River [AJ]

Derrick Scow built in 1928 at the River Rouge yard as a) NO. 58 (US.170067). Hull 264 was lunched on March 16, 1928 along with hull 263 for the Great Lakes Dredge & Dock Co., Chicago, IL. Dimensions: 120'8"-42'6"-10'; 402 GRT, 402 NRT. In service for GLD&D until being scrapped in 1977. Removed from documentation in April, 1977 as scrapped.

265

HULL NUMBER *NO PHOTO*

Derrick Scow built in 1928 at the River Rouge yard as a) HANDY BILLY (US.170026) for the City of Detroit, MI. Dimensions: 70'-31'-5'6"; 94 GRT, 94 NRT. Operated for the City of Detroit until being sold British (Canadian) in 1933. No further information available.

266

HULL NUMBER *NO PHOTO*

Flat Scow built in 1928 at the River Rouge yard as a) NO. 1 (US.170423) for Robert Oakman, Detroit, MI. Dimensions: 20'-14'-3'6"; 19 GRT, 19 NRT. Not listed as being in documentation in 1929. Owned by Orville C. Howey, Detroit from 1930 to 1954. Sold to E. C. Korneffel Co., Detroit in 1954. Sold to Lyons Marine Service, Detroit in 1971. Sold to BASF Wyandotte, Wyandotte, MI in 1974. Sold to National Bank of Detroit in 1975 who owned it until 1979 when no longer documented in List of Merchant Vessels of the United States. Designated as powered with a 130 HP gas engine during this time. Still in current database of the United States Coast Guard's Vessel Documentation Number Query website.

267

HULL NUMBER *NO PHOTO*

Derrick or Anchor Scow built in 1928 at the River Rouge yard for the Duluth-Superior Dredging Co., Duluth, MN. No name or vessel identification number was assigned and therefore not documented. Dimensions: 25'-17'-4'; 402 GRT, 402 NRT. In looking through company documents dated from 1940-1954, there are two entries of interest that might indicate the existence of this scow during this period. One is an anchor scow listed as 25' with no date of build and the other the SCOW NO. 10 (US.171920) built at Detroit in 1927-28, 246.96 GRT. A dredging company would use an anchor scow to carry and position the dredge's anchor in order to place their spuds. It appears that the Duluth-Superior Dredging Co. may have been dissolved in the mid-1950s when the owner passed away and the assets dispersed. No further information available.

268

HULL NUMBER

Dump Scow built in 1929 at the River Rouge yard as a) DUNBAR (US.170279) for the Dunbar & Sullivan, Co., Buffalo, NY. Dimensions: 110'loa-42'-10'; 399 GRT, 399 NRT. Operated by Dunbar & Sullivan until purchased by Bidco Marine, Buffalo (Buffalo Industrial Diving Company) in 1989 and renamed b) BC 11. Still in fleet for Bidco as of December 31, 2008. No further information available.

BC11 at Buffalo [BM]

269

HULL NUMBER

Myron C. Taylor early in career [DC]

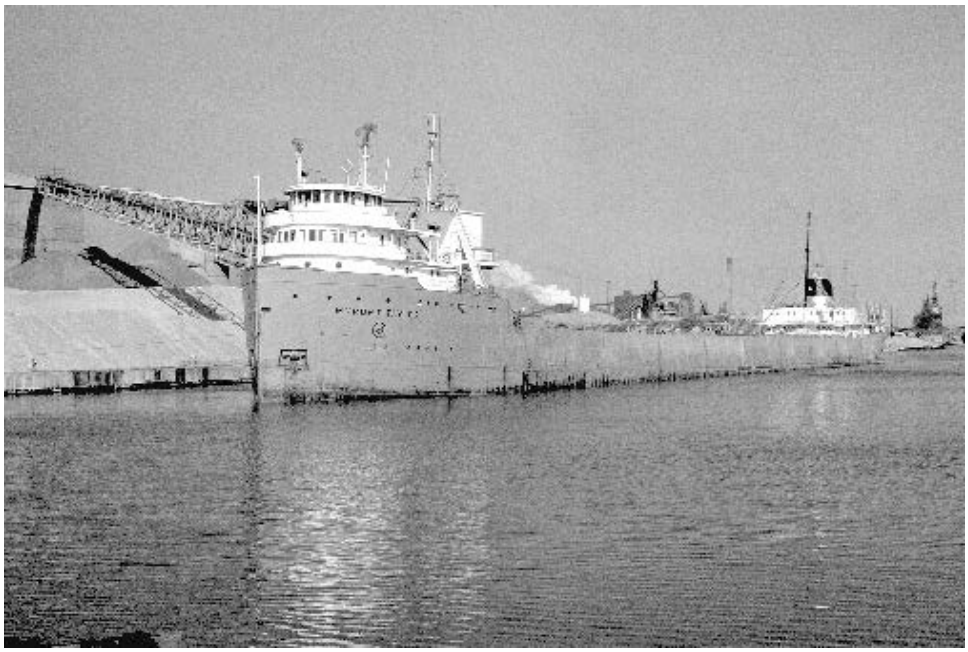
Lake Bulk Freighter built at the River Rouge yard in 1929 as a) MYRON C. TAYLOR (US. 228960). Launched July 15, 1929 for the Pittsburgh Steamship Co., Cleveland, OH. Dimensions: 603'10"loa-580'lbp-60'-32'; 7945 GRT, 6337 NRT, 12000 dwt. Powered by a 2,100 ihp triple expansion steam engine and three coal-fired water tube boilers. The TAYLOR departed from the shipyard on August 27, 1929 in ballast to Duluth, MN to load iron ore. In 1952, Pittsburgh Steamship Co. reorganized into Pittsburgh Steamship Division of the US Steel Corporation, Cleveland. The TAYLOR was one of two vessels transferred from Pittsburgh's iron ore fleet into their Bradley Transportation Line of the US Steel Corporation in 1956 to meet the growing demand for limestone; the other being the A.F. HARVEY later that year. After her transfer in April, 1956 for the purpose of converting her to a self-unloader, she was moved to the Christy Corp., Sturgeon Bay, WI on June 1, 1956 where this work was completed by the fall of that year; reportedly the fastest such conversion on record, four months and eleven days. Besides the conversion, work included the expansion and modernization of her after deckhouse and forward cabins as well as a new gray paint scheme in accordance with other Bradley boats; due to their limestone cargoes they mainly carried. The TAYLOR emerged from the shipyard in mid-October, 1956 and was dispatched to load limestone at Michigan Limestone's new plant at Port Dolomite for her first cargo as a self-unloader. Over the winter of 1967-68, the TAYLOR was converted to diesel power with a 4,320 bhp Nordberg engine at American Ship Building, Toledo, OH. The TAYLOR departed Toledo on May 11, 1968 with her new power plant and modernized stack. Also in July, 1967, US Steel Corporation combined their Pittsburgh "red" iron ore fleet with their gray Bradley Fleet to form the US Steel Great Lakes Fleet, but still maintaining the separate fleet colors. A bow thruster was installed in 1968 at the Fraser Shipyard, Superior, WI. In 1986, the parent company US Steel reorganized as USX Corporation. Two years later, USX sold its majority stake in the USS GLF, as well as other assets, to the Blackstone Group, a New York investment banking firm. These assets were grouped under the name Transtar, Inc. The fleet colors were unified, entering the 1990 season with a three-color design: gray and black diagonal stripes on the bow with the balance of the hull iron ore red. The TAYLOR sailed on her last trip for the USS GLF to Connors Creek, Detroit, MI with coal before laying up at Point Edward (Sarnia), ON on November 11, 2000. In March of 2001, she was sold to Grand River Navigation, Rogers City, MI the US affiliate of Lower Lakes Towing, Port Dover, ON. She was christened b) CALUMET (1) on April 21, 2001 along with two of her former GLF fleetmates, which had also been purchased by Lower Lakes; MAUMEE (CALCITE II) and MISSISSIAGI (GEORGE A SLOAN).

Myron C. Taylor with "Company" billboard c1950 [DC]

The CALUMET departed Sarnia on May 10, 2001 on her first trip for her new owner to load at Stoneport, MI for a Cleveland delivery. On November 15, 2007, the CALUMET struck a concrete wall at Cleveland, OH which made her hull damage too costly to repair. She was scrapped at Port Colborne, ON.

Myron C. Taylor with "Division" billboard from the Ambassador Bridge c1955 [DC]

Myron C. Taylor shortly after conversion on the Detroit River 1957 [SM]



Myron C. Taylor after being repowered unloading in the Rouge River 05/1969 [SM]

Myron C. Taylor in tri-colors on the St. Clair River 07/1993 [SM]

Calumet on the Detroit River 07/2001 [MN]

HULL NUMBER

270

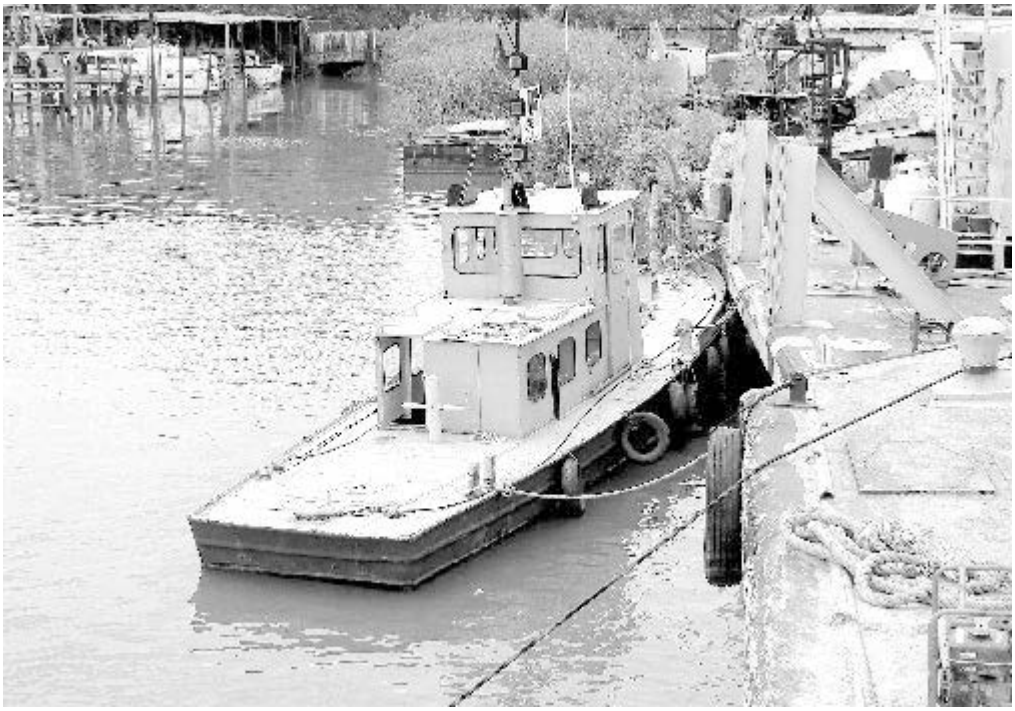
Toledoan at Toledo [HCGL]

Records show that this hull was a steel motor boat that may have been ordered or built in 1929 at the River Rouge yard for the US Gypsum Co., River Rouge, MI. Dimensions: 30'7"-9'-4'4". In fact, the US Gypsum plant, the intended buyer, started building the plant on the Rouge River in 1928 and didn't open until December, 1929. The company has no historical document acknowledging this motor boat. Nor did they feel there would have been any need or place for the boat. No further records were found, but at this same time, another motor boat was built at the Ashtabula yard that was not assigned a builder's hull number. Drawings of the hull for 270 show it to be of a design similar to the motor boat specified below. It is speculated that these two vessels may be the same, and that because of the above described plant construction and the "Crash of 1929", hull 270 may have been cancelled by the US Gypsum before it was started. Construction was then shifted to Ashtabula (which had no work at the time) where the a) G.L.E.WKS was completed in 1930 for use as a steel workboat at their Ashtabula yard. Dimensions: 37.5'-10.5'-5'; 11 GRT, 8 NRT. This vessel was documented for the first time in 1949 (US.257377). This workboat remained with GLEW until they closed the River Rouge yard in the spring of 1961 and American Ship Building Co., Lorain, OH purchased some of GLEW's assets including the dry dock and the G.L.E. WKS. The boat was moved to their Toledo, OH yard and renamed b) TOLEDOAN. After years of little use and neglect, and in a sunken condition, the TOLEDOAN was purchased by William Hoey IV on August 5, 1983. The workboat was pumped out and placed on the AMSHIP dock at Toledo for initial reconditioning and renamed c) GROSSE ILE. It was towed by the Gaelic tug SHANNON to Detroit where renovation was completed at the Gaelic Yard over the 1983-84 winter which included the installation of a rebuilt 150 BHP GM 6-71 Detroit diesel engine, with a Higgins PT boat gear set. It was used primarily for construction jobs on a charter basis. The workboat was sold again on August 10, 1986 to the Gafco Corp., Grosse Pointe Farms, MI and renamed d) LINNHURST. The workboat was re-engined with a similar engine, but a new gear set and was still in operation for them as of August 31, 2008.

Toledoan Toledo 08/1973 [GR]

Grosse Ile at AMSHIP yard
Toledo 1983
[BH]

Grosse Ile being towed
to Detroit 1983
[BH]



Linnhurst 06/23/2006
[BH]

271

HULL NUMBER

NO PHOTO

Dump Scow built in 1929 at the River Rouge yard as a) NAPPER TANDY (US.170396) for the Dunbar & Sullivan, Co., Buffalo, NY. Dimensions: 168'7"-40'-13'6"; 713 GRT, 713 NRT. In service for Dunbar & Sullivan until they ceased operations in the 1980s. During this period, NAPPER TANDY was out of documentation for the years of 1957 and 1989. Luedtke Engineering Co., Frankfort, MI obtained the scow in 1990 and renamed it b) DPS NO. 23. The scow was still in service for Luedtke as of August 31, 2008. No further information available.

272

HULL NUMBER

Service at Ashtabula [HCGL]

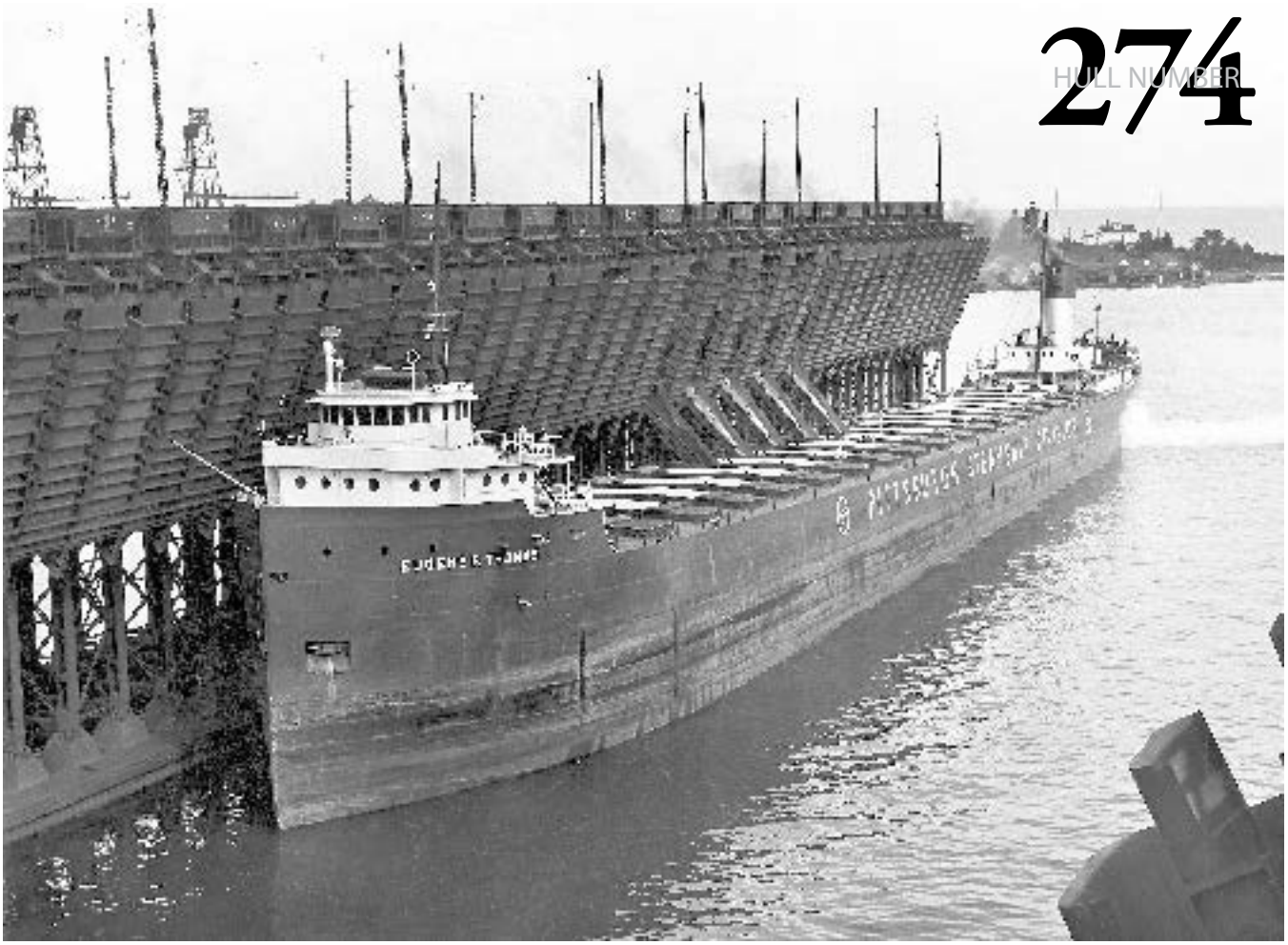
Repair Scow built in 1929 at the River Rouge yard as a) SERVICE (US.170445) for Candler Dredge & Dock, Detroit, MI. Dimensions: 80'2"-29'6"-5'10"; 125 GRT, 125 NRT. This repair scow was in service for Candler until 1946 when dropped from documentation, but reportedly operated in the Detroit area until 1970. No further information available.

273

HULL NUMBER

NO PHOTO

Flat Scow built in 1929 at the River Rouge yard as a) NO. 2 (US.170458) for Candler Dredge & Dock, Detroit, MI. Dimensions: 60'4"-28'-4'10"; 70 GRT, 70 NRT. This scow was in service for Candler until 1946 when dropped from documentation. No further information available.



Eugene P. Thomas being loaded with iron ore at Two Harbors c1952 [DC]

Lake Bulk Freighter built at the River Rouge yard in 1930 as a) EUGENE P. THOMAS (US.229306). Hull 274 was launched March 8, 1930 for the Pittsburgh Steamship Co., Cleveland, OH. Dimensions: 603'10"loa, 588'6"lbp x 60' x 32'; 7860 GRT, 6201 NRT. Powered by a 2,200 ihp triple expansion steam engine and three coal-fired Scotch marine boilers. The EUGENE P. THOMAS entered service in May 5, 1930, departing the shipyard bound for Duluth, MN to load iron ore. Her fleet name was changed to the United States Steel Corporation in 1952 and in that year her registered tonnage was 7895 GRT, 6182 NRT, 13,620 dwt. In April, 1957 her tank top and side tanks were rebuilt. The THOMAS was repowered during the winter of 1962-63 by the American Ship Building Co. at Lorain, OH with a 2,250 bhp eight cylinder, four stroke cycle, single acting Nordberg diesel engine. New registered tonnage: 7878 GRT, 6150 NRT. Fleet renamed US Steel Great Lakes Fleet 1967. In 1974 the EUGENE P. THOMAS was one of 14 US Steel boats that ran late into February to test the feasibility of year around navigation. Over the winter of 1979-80 a sewage treatment system was installed to answer environmental concerns. Treatment systems were also fitted to her 18 fleetmates. The THOMAS had experienced an engine failure due to a cracked piston on Lake Superior on July 23, 1981 and was towed to Duluth, MN by her fleetmate the CASON J. CALLAWAY. The following day the EUGENE P. THOMAS went into lay-up for the last time. On November 17, 1984 she was towed to Thunder Bay, ON for scrapping by Shearmet Recycling Ltd. which was completed the next year.

Eugene P. Thomas on the Detroit River c1957 [PW]

Eugene P. Thomas after repowering c1963 [DC]

Eugene P. Thomas downbound on the Detroit River during last year of operation 06/1981 [SM]