

# Boats Built at Toledo, Ohio

Including Monroe, Michigan



## *A Comprehensive Listing of the Vessels Built from Schooners to Steamers from 1810 to the Present*

Written and Compiled by: **Matthew J. Weisman and Paula Shorf**





## *National Museum of the Great Lakes*

*1701 Front Street, Toledo, Ohio 43605*

**Welcome,** The Great Lakes are not only the most important natural resource in the world, they represent thousands of years of history. The lakes have dramatically impacted the social, economic and political history of the North American continent. The National Museum of the Great Lakes tells the incredible story of our Great Lakes through over 300 genuine artifacts, a number of powerful audiovisual displays and 40 hands-on interactive exhibits including the *Col. James M. Schoonmaker* Museum Ship.

The tales told here span hundreds of years, from the fur traders in the 1600s to the Underground Railroad operators in the 1800s, the rum runners in the 1900s, to the sailors on the thousand-footers sailing today. The theme of the Great Lakes as a Powerful Force runs through all of these stories and will create a lifelong interest in all who visit from 5 – 95 years old.

Toledo and the surrounding area are full of early American History and great places to visit. The *Battle of Fallen Timbers*, *the War of 1812*, *Fort Meigs* and the early shipbuilding cities of Perrysburg and Maumee promise to please those who have an interest in local history. A visit to the world-class Toledo Art Museum, the fine dining along the river, with brew pubs and the world famous *Tony Packo's* restaurant, will make for a great visit.

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*Toledo, Ohio, circa 1910. White Star steamer Owana leaving for Detroit.*

### **TABLE OF CONTENTS**

Introduction - 1

Ship Builders - 3

Part I Boats 1810-1855 - 13

Part II Boats 1856-1880 - 45

Part III Boats 1881-1910 - 73

Part IV Boats 1911-1986 - 105

Part V Boats Monroe, MI - 133

Sailors Alphabet - 137

Poems - 138

Ship Times, Watches & Compass Points - 139

Nautical Terms - 140

Knots and Hitches - 142

Index - 143

Bibliography - 147

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# About this Ship Building List and Some Background

This is now our fourth book covering boats built on Lake Erie from Cleveland to the western end of the Lake. This listing includes many of the areas around Toledo including Monroe, Michigan. You'll find old newspaper extracts of many of the vessels, mainly from newspapers of the day. There may be inconsistencies, as much of the early vessel data was shy on details and contained mistakes that needed to be double-checked with other supporting information and common sense. In the early vessels, you'll see Perrysburg, Maumee and other build locations. The great Maumee River, the largest to drain into Lake Erie, is steeped in early history of the country. The city of Toledo grew up to anchor the west end of the Lake and became a prominent city. It is now home to the National Museum of the Great Lakes that is a must visit for all who live on the Great Lakes.

Up until the 1890's, the boats built at these locations were wooden vessels of all types. The locations were the navigable rivers and bays where small towns and villages were formed. It was the first industry that was established in many of these areas, requiring many people to make these vessels, from lumbermen to carpenters. Some of the earliest vessels of the Great Lakes were built at Maumee when the Great Lakes had not yet been fully explored. All of these places boasted of many sailors and Captains that manned these vessels. Warehousing and shipping was also a very large part of the 1800's economy.

Many of these area ship builders were pioneers in vessel construction and innovation. You will find inside interesting biographies of some of the prominent area builders. Many of these boats set firsts on the Great Lakes and have featured prominently in the history of the Great Lakes. As you scan the list, you will also find plenty of tragedies from storms, collisions and other accidents that made sailing on the Great Lakes a most dangerous and deadly profession. Toledo also boasts of many extraordinary ship Captains through all the years. In the first part of the twentieth century, from sail to steam, these Captains were at the forefront in early and important Great Lakes shipping matters and skill. With the Ohio and Miami Canal, Toledo became a very large shipping port on the Great Lakes to this very day.

From the 1880's on, ship building would change dramatically at Toledo and other Lake Erie ports, as lumber to build the vessels began to run out and wooden ship building moved to the Upper Lakes. Iron and steel vessels became the material of choice and drastically changed the ship building scene in the 1890's. They required very large investments and facilities, forcing the small wooden boat builders eventually out of business. Toledo became the home of Craig Ship Building, which would become Toledo Ship Building and then American Ship Building.

Toledo was also home to many pleasure boat builders over the years. We did not list these boats, but have named some of the builders in our ship builder listing.

Within this large listing, there may be errors and other information that may be incorrect or incomplete. The authors are always open to new material, data and corrections that one may find in pursuing these vessels further.

I would like to thank Paula Shorf, my co-author on our previous books, *Lorain - The Real Photo Postcards of Willis Leiter*, (Arcadia Press, 2013), *The Great Lakes Vessels of Augustus Jones and His Shipbuilding Sons*, (Morris Press, 2015), *Boats Built on the Black River, Lorain, Ohio*, (Morris Press, 2015), *Boats Built at Vermilion, Milan, Huron, Sandusky and Port Clinton, Ohio*, (48 Hour Press, 2016), and *Boats Built at Cleveland, Ohio*, (48 Hour Press, 2016), for co-authoring and helping in putting this listing together, reviewing and writing many of the articles within. Also, to Gerald Metzler and his extensive 1800's Great Lakes Data Base in helping to confirm the information on many of these vessels and to Walter Lewis, *Maritime History of the Great Lakes; University of Michigan, Great Lakes Data Base*, and *Bowling Green University, Historical Collections of the Great Lakes*. In the Bibliography, you will find many of our sources. Many of them are online where you can learn much more about many of these boats with a little searching. Pictures of many of the boats are also available. Enjoy.

Matthew Weisman and Paula Shorf



**SHIP BUILDER BIOGRAPHIES  
BY PAULA SHORF**

**AUGUSTUS JONES  
(1782-1841)**

Augustus Jones was born on August 28, 1782 in Old Saybrook, Middlesex County, Connecticut. He was a master shipbuilder, building vessels at the mouth of the Connecticut River in Essex (Potipaug). After the yard was burned by the British in 1814, he relocated - ultimately arriving in Black River, Ohio in 1822.

In the same year, Jones was contacted by Judge Meeker of Vermilion, to build a vessel for him. The schooner *Eclipse* was launched that summer. Augustus was her master during her first year on the lakes. He also built the *Lady of the Lakes* in Vermilion in 1824. Augustus Jones established the earliest yard at Sandusky, Ohio, where between the years 1824-1836, he built the *Mariner*, *Commerce*, *Constitution*, *Lapwing*, *Young Tiger*, *Marie Antoinette*, *Ohio*, *Sandusky* and *Cincinnati*. The Sandusky yard was later sold to Daniel Dibble. After leaving Sandusky, the Jones vessels were built at his yard in Black River.

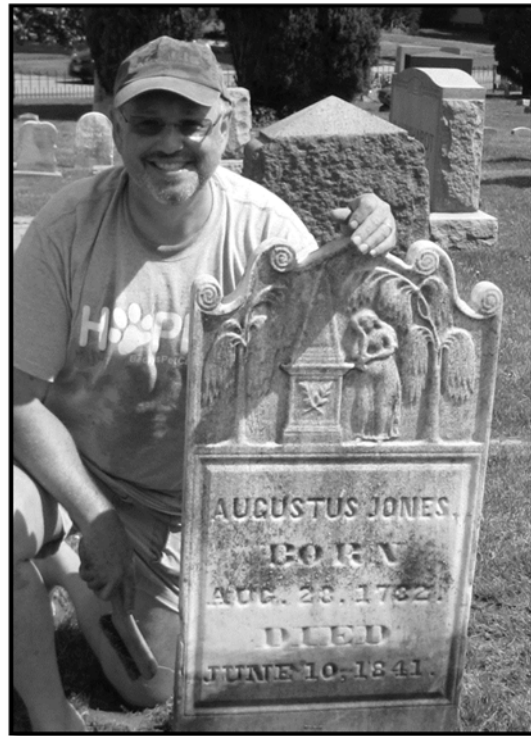
Captain Jones is also credited with building two vessels in the Toledo area. According to Marine historian, Richard Wright, Augustus Jones built the steamer *Commodore Perry* in 1834 in Perrysburg, Ohio. This was the first documented instance of a vessel being built in that city. Jones built the steamer for the Perrysburg Steam Boat Company.

The steamer *Chesapeake* was built at Maumee, Ohio by Jones who, according to Wright, was likely assisted by Daniel R. Stebbins. The following is an account of the building of the *Chesapeake*:

The *Chesapeake* – This is the name of the new steamship on the stocks at Maumee, finishing under the superintendence of that veteran Lake Admiral Capt. Jones of Black River. Length 166 feet, breadth of beam 25 feet. The *Chesapeake* is to be a clipper, and will be propelled by a powerful, low pressure engine manufactured in Montreal. Capt. D. Howe, well known on western waters as an accomplished seaman will command. Herald, January 31, 1838.

Augustus was married to Saba Murdock Jones (1785-1830). They were blessed with seven known children. Their five sons, William Augustus, Benjamin Buel, George Washington, Frederick Nelson and James Monroe, also became master shipbuilders and established yards at Black River, Milwaukee, Cleveland, Detroit and Buffalo.

Augustus Jones died on June 10, 1841 in Black River and is buried in the Cleveland Street Cemetery in Amherst, Ohio.



*Great-great-great grandson James H. Jones at the grave stone of Augustus in Cleveland Street Cemetery*

**FAIRBANKS CHURCH  
(1791-1843)**

Fairbanks Church was born about 1791. His place of birth is unknown.

Church was a master carpenter for James Day in Black River, Ohio. The yard was located on the west bank of the Black River. In 1819, he and James Day built the *General Huntington* with assistance from Augustus Jones. The schooners *Ann* (1819) and *Young Amaranth* (1825) were also built there by Church and Day. He later relocated to Huron, Ohio where he established a shipyard.

The schooner *Marengo* (1831) appears to be the first vessel built by Church in Huron. The steamer *George Washington* was built there in 1833 by Church and Captain Augustus Walker. She ran for the Huron Steam Boat Company with Captain Walker as her Master. Church and Walker also partnered in the building of the *Sheldon Thompson* (1833). Church was well-known for building side-wheel steamers in the 1830s. The *United States* (1834), *DeWitt Clinton* (1836), *Cleveland* (1837), *Great Western* (1838) and *General Scott* (1839) were all side-wheelers built by Church at Huron. The steamer *Sandusky* (1834) appears to be his only build at Sandusky.

The *James Monroe*, a side-wheel steamer, was built in Monroe, Michigan by Church in 1834. In 1841, Church and Joseph Keating built the *Toledo*, also a side-wheel steamer, at Toledo, Ohio.

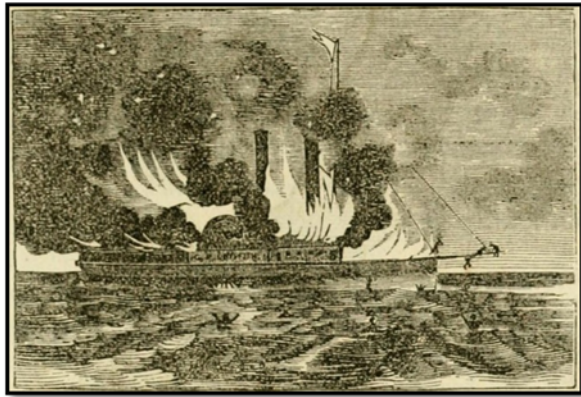
The name *Toledo* was changed to *Indiana* before going into service.

Fairbanks Church was a well-known and respected shipbuilder who had built vessels with many of the top builders of his day. He also was the mentor of Cleveland shipbuilder Luther Moses. Church died in 1843 at the age of 52. He is buried in Main Street Cemetery, Huron, Ohio. It is fitting that a side-wheeler is carved into the top of his grave stone and that "Master Shipbuilder" is inscribed under his name.

#### **DANIEL R. STEBBINS (1808-1874)**

Daniel Stebbins was born in 1808 in the state of New York. His father, John Alden Stebbins, was a blacksmith who had served in the War of 1812 from Ft. Edward, Vermont. According to the Stebbins family genealogy, Daniel and his brother Solomon Alden went to Buffalo in 1833 and then to Maumee City, Ohio in 1836. He moved to Toledo, Ohio shortly thereafter. He married Mary Palmer and they had one child, Sarah C., who was born around 1841. She married James Paige and died at Toledo in 1896.

At Maumee City, Stebbins built the side-wheel steamer *Chesapeake* in 1838 with Frederick Nelson Jones. The *James Wolcott* (1844) and *G. P. Griffith* (1847), also side-wheel steamers, were built by Stebbins in Maumee, Ohio. The final build credited to him is the *Globe* (1<sup>st</sup>), built at Toledo in 1846 in partnership with Samuel Hubbell.



***Burning of the G. P. Griffith***

Stebbins ill-fated vessel, the *G. P. Griffith*, was destroyed by fire on June 17, 1850 off Chagrin River on Lake Erie; 250 souls lost. He was a part owner of the side-wheeler. Her demise figured prominently in his obituary: "Mr. Stebbins gallantly stood by his post of the engines until the last hopes of saving the boat was abandoned, and then after a severe scorching yielded to the rapidly advancing flames. He secured a boat and conveyed a lot of passengers to the shore, instilling courage and fortitude in them by his own demeanor. He returned again and again, carrying away large loads each time. His overexertions at this terrible period

provoked an attack of paralysis, which at last caused his death."

Daniel R. Stebbins left this world in 1874. He is buried in Woodlawn Cemetery in Toledo, Ohio.

#### **SAMUEL HUBBELL (1810-1898)**

Samuel Hubbell established a shipyard in 1837 in Perrysburg, Ohio. The *Favorite*, built by Frederick N. Jones, was launched there the same year. A local newspaper reported the following: "A new vessel called the *Favorite* was launched at Perrysburg a few days since. She will soon be rigged and afloat on Erie. Perrysburg turns out shipping like a "chair factory." The crafts too are staunch, well built specimens of lake shipping and do honor to the enterprise and taste of the flourishing port from which they hail."

He also built the following side-wheel steamers at Perrysburg – *Anthony Wayne* (1837), *John Marshall* (1838), *St. Louis* (1844) and the propellers *Samson* (1843) and *Princeton* (1845).

Amos Pratt and Hubbell built the steamers *Wabash* (1838) and *Superior* (1845) at Perrysburg and the *General Vance* (1838) at Maumee. Daniel R. Stebbins and Hubbell built the propeller *Globe* in 1846 at Toledo, Ohio. The propeller *Bucephalus*, built by Thomas J. Purvis and Hubbell at Perrysburg in 1852, appears to be his last build.

Hubbell was born in Ohio around 1810 to Daniel and Mary Ann Curtis Hubbell. On May 30, 1830 he was married to Elizabeth Shannon in Sandusky, Ohio. Samuel and Elizabeth were the parents of Mary Louisa, James F. and Frederick F. After the death of Elizabeth, he was joined in marriage to Anna Moore by Justice of the Peace, Jared Plumb. He married for a third time to Ann Lorew in Sandusky on May 7, 1840. A daughter, Agnes, was born to the couple in 1841. In 1870, he lived in Le Claire, Iowa where his occupation was listed as farmer. Samuel L. Hubbell died in Princeton, Iowa in 1898.

The Fremont Weekly Journal published the following obituary on July 22, 1898 - Pioneer Ship Builder Dead. Samuel Hubbell, who was a pioneer ship builder on the Sandusky and Maumee rivers died recently at his home at Princeton, Iowa aged 88 years. He was a brother-in-law of J. P. Moore of this city and of John Shannon who lives a few miles north of the city. Mr. Hubbell lived on the Whittaker farm north of Fremont from 1830 to 1834, then removing to Perrysburg and in 1845 to the West. At the age of 17 Mr. Hubbell built a small schooner at Maumee. In 1830 he built the steamboat *Ohio*, on North Front street in Lower Sandusky (now Fremont). In 1834 he built a schooner for Sardis Birchard at the mouth of Muskallonge creek.



He built the *Commodore Perry*, also the *Princeton* and many other vessels at Perrysburg, Ohio.

**CHARLES V. JENISON  
(1811-1893)**

Charles V. Jenison was born on November 11, 1811 to Victory and Olive Jenison in the state of New York. He married Nancy Elsa Chollett and the couple had five children – Caroline, Mary Louise, Amelia, Charles L. and Edward Spencer. The U. S. Federal Census records show that the Jenison family lived in Perrysburg, Ohio in both the 1850 and 1860 census years.

At Maumee, Ohio, Jenison built the schooners *Alvin Bronson* (1847) and *Swift* (1857). The schooners *St. Mary's* (1848), *James W. Ross* (1852), *Fremont* (1856) and *Maize* (1856) were built by the shipbuilder at Perrysburg. Some accounts show that the *St. Marys* was built by Purvis & Jenison and the *Fremont* was built by Jenison & Blinn. Jenison is also credited with building the schooner *M. L. Collins* at Toledo, Ohio in 1854.

The 1869 Toledo City Directory lists Jenison as having a yard at 103 Water near Madison. A year later, the yard of Jenison and Rogers (George R. Rogers) is listed as being at Water between Adams and Oak.

Charles V. Jenison died on January 9, 1893 in East Toledo. He is buried at Fort Meigs Cemetery in Perrysburg. At the time of his death, he was 81 years old.

**CHARLES G. KEELER  
(1811- ?)**

Charles G. Keeler was born in New York in about 1811. He and wife Susan were the parents of Abby, Jane, William and Susan. The children were born in Ohio between the years 1835 and 1844. Keeler built the following vessels at Perrysburg, Ohio – schooner *John Hollister* (1836), brigantine *Robert Hollister* (1847), side-wheel steamer *John Hollister* (1848) and schooner *St. Marys* (1848).

In 1850, Keeler and his family lived in Toledo, Ohio where his occupation was listed as sailor. Census records show that Charles G. Keeler relocated to Kansas City, Missouri in 1860 and still resided there in 1870.

**JOSEPH M. KEATING  
(1812-1871)**

Joseph M. Keating was born to Rev. John and Elizabeth C. Mathews Keating in the state of Maine on August 24, 1812. The family relocated to Ohio a few years later and is shown in the 1820 U. S. Federal Census as living in Jefferson Township, Ohio. Joseph had seven brothers and sisters including younger brother, Asa

Crockett Keating (1814-1902), who was also a shipbuilder.

He married Saphronia Susanna Hutchins in 1843 in Erie County, Ohio. Joseph and Saphronia were the parents of Gates E., Alice M. and Carrie F. The family moved to Huron, Ohio around 1850. In 1853, he built the schooner *Vermont* there.

Keating built vessels in many locations. His earliest vessel appears to be the side-wheel steamer *Toledo* (1841) built by Keating and Fairbanks Church in Toledo, Ohio. The name *Toledo* was changed to *Indiana* before going into service. Other early builds were the steamboat *Champion* (1843) in Newport, Michigan, the brig *Emerald* (1844) in Charleston, Ohio, *A. D. Patchin* and *Alvin Clark* both built in 1846 in Truago, Michigan, and the schooner *Palestine* (1847) at Black River, Ohio. When the *Emerald* was about to be launched, The Buckeye Sentinel, Elyria, Ohio wrote the following: “4<sup>th</sup> of July Launching. The Brig building at Charleston by Mr. Joseph Keating will be launched on Thursday, July 4<sup>th</sup>, at 10 o'clock A. M., weather permitting. The public are respectfully invited to attend.”

Between the years 1847-1855, Keating built the *Ellington*, *Indiana*, *C. L. Burton*, *Challenge* and *Africa* at Vermilion, Ohio. The *Kelpie*, *Clyde* and *Bonnie Boat* were built at Huron, Ohio between the years 1856-1858.

In 1867, Keating is listed in the Toledo City Directory as being a ship builder and proprietor of a dry dock at Toledo, Ohio. His yard was located at the foot of Elm. The schooners *D. S. Wilder* (1866), *Sarah Kelly* (1867) and *Lyman Casey* (1867) were built there. By 1870, Keating had relocated to Monroe, Michigan.

Joseph M. Keating died on May 31, 1871 at the age of 58. He is buried in McPherson Cemetery in Clyde, Ohio.

**ASA CROCKETT KEATING  
(1814-1902)**

Asa Crockett Keating was born to Rev. John and Elizabeth C. Mathews Keating in the state of Maine on September 12, 1814. The family relocated to Ohio a few years later and is shown in the 1820 U. S. Federal Census as living in Jefferson Township, Ohio. Asa had seven siblings including older brother, Joseph M. Keating (1812-1871), who was also a shipbuilder.

Asa married Salome Poole who was born in Virginia. One child, Frances (Fannie) Isabelle was born to them in 1851. Frances married Frederic Sterling Sr. and died in Indianapolis, Indiana in 1932.

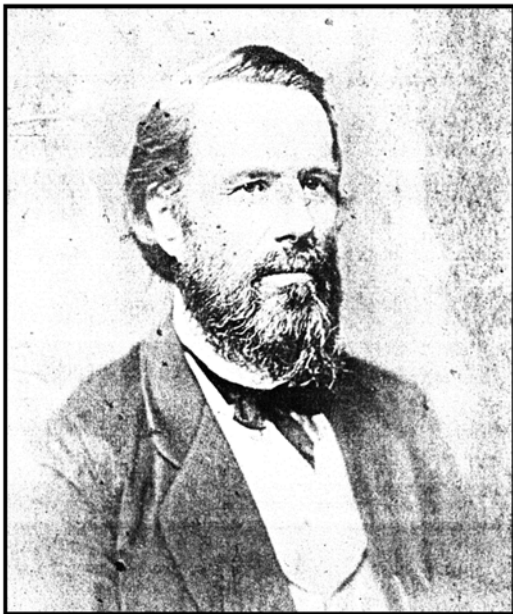
The 1840 Federal Census records show Asa living in Huron, Ohio. He built the steamers *Baltimore* and *Southerner* and the brigantine *Mohegan* at Monroe,

Michigan in 1847. The following year he built the steamer *Julius D. Morton*, also at Monroe. In 1850, Asa and his family resided in Cleveland and resided there until at least 1870. At Ogdensburg, New York, he built the propellers *Milwaukee* (1868) and *Kansas* (1870).

By 1880, Asa and Salome had moved to Clyde, Ohio where Salome died in 1898. On December 11, 1902, the Fremont Weekly Journal published the following obituary – Capt. A. C. Keating, another old resident of Clyde, died last Saturday at the home of his adopted daughter, Mrs. Fred Sterling, in Indianapolis, aged 89 years. The remains were brought here Tuesday for burial in McPherson cemetery beside those of his wife, who died a few years ago.

### **FREDERICK NELSON JONES (1814-1880)**

Frederick Nelson Jones was born at Potipaug, now part of Essex, Connecticut, on April 8, 1814 to Augustus and Saba Murdock Jones. He was one day old when his father's ship was burned in the British raid on Essex. At the age of six, he moved to the Black River, Ohio settlement with his family. Augustus and his five sons, William Augustus, Benjamin Buel, Frederick Nelson, James Monroe and George Washington Jones, all became famous shipbuilders on the Great Lakes.



*Frederick Nelson Jones*

Frederick built his first vessel, the *Louisa Jenkins*, at the age of thirteen at Milan, Ohio in 1827, at a site just east of Huron, Ohio on the Lake Erie beach. It seems likely that he was assisted by his father and brothers. Two years later, at Fort Stanley, Canada, he built the schooner *Sterling* with his father and brother Benjamin Buel Jones. In 1831, Augustus, Benjamin and Frederick built the schooner *Globe* at Black River, Ohio. It was

built upstream on Black River near where the steel mill would be built in years to come. The area became known as Globeville, named after the vessel. The name can still be found on old maps of the area. From 1834 until 1844 Frederick would built many schooners and steamers at Black River, Ohio; some by himself and many with his father and siblings.

He built the schooners *Caroline* (1835) and *Favorite* (1837) at Perrysburg, Ohio. At Maumee City in 1838, the steamer *Chesapeake* was built by Frederick Jones and Daniel R. Stebbins. Frederick also built the steamer *William H. Harrison* there in 1840. In 1845, he built the side-wheel steamer *Troy* at Maumee and steamer *Helen Strong* at Monroe, Michigan. The side-wheel steamer *Minnesota*, built in 1851, appears to be his last build in the area.

In 1843 Frederick married Cordelia Augusta Hodge. Shortly thereafter, Frederick, in 1846 moved to Buffalo, New York and became the owner of his own ship yard. His brother Benjamin also came to Buffalo and built many vessels there before relocating to Milwaukee, Wisconsin in 1860.

Frederick would remain in Buffalo the rest of his life and build more vessels than any of his brothers. He would become one of Buffalo's major citizens and raise his family in a stately mansion of the day. In 1867, Frederick moved his ship yard to Tonawanda, New York where many more vessels were built. He was a sought after ship builder and his yard was always busy. Frederick built all type of Great Lakes vessels including magnificent passenger steamers.

In 1874, he built the last vessel at Tonawanda. The yard was closed or sold after that. In 1880, he received an order for four vessels that were to be built at Bay Ship Yard. He would be the master builder of them. He finished only two of the vessels before falling ill and passing away on March 23, 1880 at 69 years of age. Cordelia lived until 1898 and she and Frederick are buried in the Jones-Hodge family plot in Forest Lawn Cemetery in Buffalo.

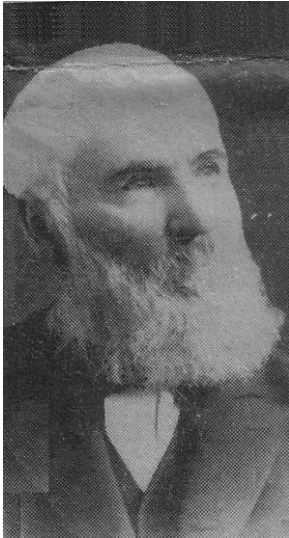
Frederick Nelson Jones had an incredible span of fifty-three years of ship building. He was truly one of the great pioneers of early Great Lakes ship building.

### **ABRAHAM GILMORE (1817-1903)**

Abraham Gilmore and his sons established a shipyard in Toledo in 1851 at the foot of Water Street. The schooners *A. Buckingham* (1853), *Sebastopol* (1855) and *Miami Belle* (1856) were built at this location. They also built a floating dry dock that marine historian, Richard Wright, described as "a set of boxes." They conducted business from this location until 1873, at which time they removed to Ironville at the foot of Niles Street. At the new location, they built a graving dock and conducted a thriving business repairing

vessels. It wasn't until the 1880's that vessels were built at this yard.

The propellers *Lizzie* (1888), *Douglas* (1888) and *Buckeye Belle* (1895); sand dredge *City of Rossford* (1899); and the tugs *L. Birkhead* (1883) and *G. H. Breyman* (1903) were all built at the new location.



When Abraham Gilmore died in 1903, the sons continued business at the Niles Street location under the name of Gilmore Brothers.

Abraham Gilmore was born on August 27, 1817 in Ontario, Canada. He married Mary Sellars and they had 12 children – George H., Sarah Amelia, Mary, Julia J., William, Helen Blinn, Samuel M., Katherine Room, Jane, Abraham L., David B., and Orford H. Abraham

left his earthly life on April 18, 1903. He is buried in Forest Cemetery, Toledo, Ohio.

Four of Abraham's sons worked with him in his shipbuilding business – William, Samuel M., David B., and Orford H.

#### **William Gilmore (1855-1934)**

Born on May 28, 1855 in Toledo, Ohio, William was the oldest of the Gilmore sons. He married Chloe Bedortha and the couple had one child, Mary A. Gilmore Wilson. He died on January 17, 1934 and is buried in Toledo Memorial Park, Sylvania, Ohio.

#### **Samuel M. Gilmore (1859-1909)**

Samuel M. Gilmore died in 1909 and is buried in Forest Cemetery, Toledo, Ohio.

#### **David B. Gilmore (1865-1944)**

David B. Gilmore was born in Ohio in 1865. He and his wife Elsie L. were the parents of Donald A. and Gordon S. Gilmore. David B. Gilmore died in 1944 and is buried in Woodlawn Cemetery, Toledo, Ohio.

#### **Orford H. Gilmore (1870-1943)**

Orford H. Gilmore was born in Toledo, Ohio on May 26, 1870. He was married to Susie Salina Nudd. Orford died on January 28, 1943 and is buried in Toledo Memorial Park, Sylvania, Ohio.

### **THE BAILEY BROTHERS**

The Bailey Brothers opened their shipyard in Toledo in 1864 at the foot of Ash Street. The first vessel built there was the side-wheel steamer *George W. Reynolds* (1864). Before moving to Toledo, they had built vessels in Madison Dock, Ohio; Rochester, New York and

Fairport, Ohio. The brothers built the schooner *Caroline E. Bailey* in 1855 at Madison Dock. She appears to be their first build.

The Toledo yard turned out approximately 30 vessels including the schooners *Reed Case* (1869), *P. B. Locke* (1872), *Daniel E. Bailey* (1874), *Seldon E. Marvin* (1881) and the famous *David Dows* (1881), the only five-masted schooner built on the Great Lakes. The *Dows* was built at a cost of \$64,000. They also built the tugs *Velocipede* (1870) and *A. Andrews, Jr.* (1873) and the propellers *Lake Breeze* (1868) and *Mary Jarecki* (1871). After 1881, no additional vessels were built, but the yard continued to do repair work until about 1884.

Harlow and Apphia Bartlett Bailey, parents of the famous shipbuilders, John Emery, Alanson Clausen and Daniel E., moved to Madison, Ohio in 1819 from Burke, Vermont. The father, Harlow, was a carpenter.

#### **John Emery Bailey (1817-1896)**

John Emery was born in Burke, Vermont on September 30, 1817. He was the oldest and best known of the three Bailey Brothers. On October 18, 1838, he was married to Elizabeth Naomi Church in Geauga (Lake) County, Ohio. The couple had three daughters - Antoniette, Gertrude, and Agnes.

The following memorial was written for John Emery and published in the Addresses, Memorials and Sketches published by the Maumee Valley Pioneer Association, Vrooman, Anderson, and Bateman Printers, Toledo, Ohio, 1899, pp. 49-50.

#### **Memorial of Mr. John E. Bailey by D. B. S.**

Mr. John E Bailey passed away at his residence, corner of Collingwood avenue and Bancroft street, Sunday A.M., August 21st, at 5:30 o'clock.

He was taken seriously ill some three months ago, and has since been confined to his bed. Recently the disease developed into pneumonia, and for several days the family has realized that there was no hope. A wife and two daughters - Mrs. H. E. Marvin, of this city, and Mrs. John G. Croxton, of Philadelphia, survive him. John Emery Bailey was born in Burk, Vermont, September 30th, 1817. When he was two years of age his parents moved to Ohio, settling at Madison. Young Bailey's early life was uneventful, and he finally married and located at Painesville. While there he and his two brothers constructed a ship building plant at Fairport.

In 1868 he and his brother, D. E. Bailey, established a ship yard at the foot of Ash street, this city. They gained a great reputation along the lakes, and turned out some of the largest and best modern vessels ever built, among them being the *David Dows* (the only five masted vessel on the lakes when it was built) the *Adams*, *City of Painesville*, *Wilcox*, and *Halloran*. They employed a

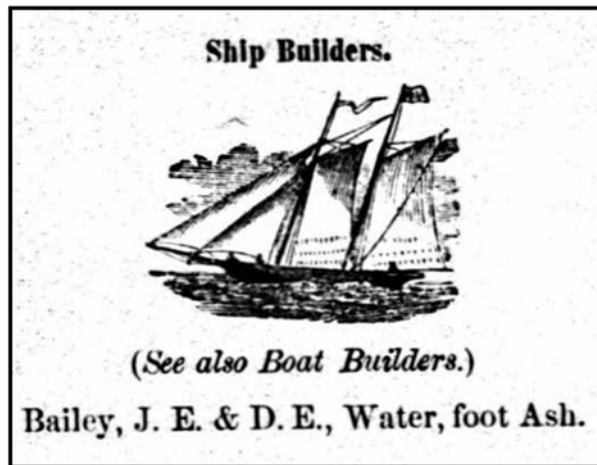
large number of men, and had as many as five ships on the stocks at one time. In 1877 iron and steel ships came into general use, and the Baileys gave up the business. Meanwhile, in 1875, they bought a controlling interest in the Summit street railroad, and the subject of this sketch took active charge of the line. At that time it was what might be termed a "one-horse" road. The various lines were extended and improved. He remained at the head of this system up to the time he sold out his interests to Messrs. Ream and Hale.

When the city water works plant was constructed, Mr. Bailey took the contract to build the stand pipe, and with his characteristic energy accomplished the work without accident.

Mr. Bailey always took a deep interest in municipal affairs, and in the late 70's was a member of the city council. As an official he was a hard worker, and a conservative, conscientious public servant. Anything that would advance Toledo gained his support, and no man had greater faith in her future.

He won and deservedly held the high esteem of all business men with whom he came in contact, for his fidelity and uprightness of character.

Deceased was a member of the Congregational Church, and for ten years a trustee. He supported the church liberally, and was active in many charities. John Emory Bailey died on August 21, 1896 in Toledo, Ohio and is buried in Woodlawn Cemetery, also in Toledo.



#### **Alanson Clausen Bailey (1821-1915)**

Alanson Clausen was born on October 21, 1821 in Unionville. On October 23, 1862, he married Flavia Euphina Bond. Their union was blessed with two daughters – Caroline E. Bailey Blair and Mertie Mae Bailey Winans. He died on June 6, 1915 and is buried in Fairview Memorial Park in Madison, Ohio.

#### **Daniel E. Bailey (1830-1894)**

Daniel E. was born in May 18, 1830 in Ohio and was the youngest of the Bailey Brothers. His home in 1880 was in Buffalo, New York; his occupation was listed as

contractor/builder. Daniel and his wife Mary had one child – Harlow Ward Bailey. On March 3, 1894, Daniel E. Bailey passed from this life. He is buried in Forest Lawn Cemetery in Buffalo, New York.

#### **DAVID F. EDWARDS (1819-1909)**

David F. Edwards was born in New York City, New York on December 20, 1819. Before coming to Ohio, he had worked at the shipyard of W. H. Webb in New York. When Merry & Gay opened their shipyard in Milan in 1854, Edwards was brought in as their foreman. Some accounts say that he went to work for Captain Henry Kelley after the Merry & Gay yard closed. He is credited with building the following schooners at Milan – *D. F. Edwards* (1853), *J. P. Kirkland* (1854), *Jason Parker* (1853) with J. P. Gay, *H. S. Walbridge* (1862) and *Kate Norton* (1863).

Edwards built the schooners *Nomad* (1867) and *St. Peter* (1873) in Toledo, Ohio. He apparently built vessels at several locations there. From 1871 through 1873, the Toledo City Directories list his shipyard as being located at Ottawa, near Broadway. The Edwards & Clark yard (Seldon M. Clark) appears in 1877 at the North West corner of Lafayette and Superior. The following year, Edwards & Robins (John) are shown as operating at Canal Viaduct between Locks 2 & 3. The final listings in the Toledo City Directories for Edwards are for the years 1880 and 1881. In 1880, his name alone appears at the location where he and Robins had operated. Edwards is listed as being located at Lafayette at the corner of Collingwood Avenue in 1881. In that year, he would have been sixty-two years of age.

David F. Edwards was married to Mary J. (surname unknown) in 1848. He registered for the Civil War Draft in July of 1863, while living in Milan, Ohio. Captain David F. Edwards passed from this life on May 27, 1909. Written below is his obituary from the Norwalk Daily Reflector on May 29, 1909.

ONE OF MILAN'S OLD TIME SHIP BUILDERS DIES – CAPTAIN D. F. EDWARDS PASSES AWAY AT SON'S HOME IN TOLEDO: A pioneer ship builder of the days when Milan was a shipping port and a ship-building center, Captain D. F. Edwards, died in Toledo Thursday night, aged ninety years.

For nearly half a century, Captain Edwards was one of the prominent and well known figures in the shipping world of the great lakes. In his old shipyard at Milan he built some of the oldest and best known sailing vessels on the lakes. In his later years he sold out the Milan yard and moved to Toledo, making his home with his grandson, Harry Clark. Until five years ago the captain maintained a shipyard, where he built smaller boats of the yacht type. He gave up his yard about five years

ago, and retired from active business, although always maintaining a vivid interest in marine matters.

For three years he sailed in the famous old government warship *Constitution* being rated as ship's carpenter. He was one of the ship's company on her final voyage.

He was the oldest Mason in Toledo, having been initiated, passed and raised in Polar Star lodge, New York city. When he came to Ohio, he located at Milan, and had been affiliated there ever since with Erie lodge.

The funeral will be held Sunday afternoon at 2 o'clock from the residence of Harry Clark, 443 Avondale avenue, Toledo, with burial at Forest cemetery, and members of the Masonic fraternity in charge. The funeral sermon will be delivered by Rev. Sheridan, for years a close friend and associate of Captain Edwards.

### **GEORGE FORDHAM (1821-1868)**

When Merry & Gay ceased operations in Sandusky, Ohio, George Fordham took over the yard, building under his own name. John E. Monk was brought in as his foreman. Monk was born in New York in 1836.

George Fordham built the schooners *Emma Wright* (1858) and *Jessie Anderson* (1861) in Sandusky. He also built the bark *William F. Pierson* in May 1859 with John E. Monk. Three years later, Fordham & Monk became partners and established a shipyard at the foot of Water Street. There they built the stern-wheeler *Young Hickory* (1864) and side-wheeler *Ottawa* (1865). Monk went on to establish his own yard at Sandusky in about 1865. Fordham continued to build vessels under his own name including the side-wheel steamer *City of Sandusky* (1866), steamer *Eighth* (8<sup>th</sup>) *Ohio* (1867), schooner *Truman Moss* (1867) and propeller *Yosemite* (1867).

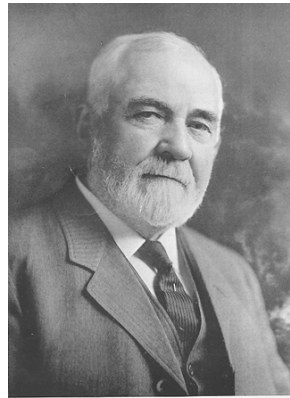
Fordham is also credited with building the schooner *Atalanta* (Atlanta) and tug *Belle King* in 1863 at Toledo, Ohio.

George Fordham was born in Kensington, Pennsylvania on June 13, 1821. In 1843, he married Elizabeth J. Kreiner. They had four children – Rebecca Kreiner, Richard, Henry Kreiner and Eliabeth Alrich. A second marriage to Josephine Isabella Cook, in about 1857, was blessed with three children – George C., William P. and Forest. Records show that Fordham registered for the Civil War Draft in Toledo, Ohio in 1863.

On September 28, 1868, George Fordham died in Sandusky, Ohio at the age of 47 years.

### **JOHN CRAIG (1838-1934)**

#### **Craig Shipbuilding Company (1899-1905)**



*John Craig*

John Craig was born on December 24, 1838 in New York City. His parents were George and Catherine Campbell Craig who immigrated to America from Scotland. John married Annie Eliza Losee in New York City on November 4, 1861. Of their six children, four survived to adulthood – George Losee, John Franklin, Katie Losee and Mary Russell.

In February 1860, he heard a speech given by Abraham Lincoln and voted for him the following November. During the Civil War, he remodeled merchant craft into gunboats, putting 23 of the vessels into service, including the Union gunboat, *Winona*.

Craig went into partnership with a New York shipbuilder named Simonson in 1864. At Keyport, New Jersey, they built two schooners, the *James H. Seguire* and *Edwin Kirk*, from the burned out hulls of two other vessels.

The *Amelia G. Ireland*, built at Wicomico Creek, Maryland in 1866, was the first vessel built of his own design.

A short time later, Craig and Cleveland shipbuilder, Roderick Caulkins, built the schooner *Jane Ralston* for Robert W. Linn. The partnership of Linn & Craig lasted for more than 16 years. The last vessel built at their yard was the *Manistique* in 1882. According to marine historian, Richard Wright, the partnership dissolved because Linn & Craig could not get along as partners – both being headstrong Scotsmen.

In 1882, Craig moved his operations to Trenton, Michigan, where he was joined by son George Losee Craig. George L. had the distinction of studying vessel design under Frank E. Kirby. The Craig firm was now known as John Craig & Son. From its inception in 1882, until its closing in 1889, the yard produced 16 wooden vessels.

Due to a shortage of labor at Trenton, Craig transferred operations to Toledo, Ohio in 1889, where he established the Craig Shipbuilding Company at "riverfront below the rolling mill in East Toledo." It was here that his younger son, John Franklin Craig, joined the family business. John F. had studied steel vessel design in Scotland. The Craig yard at Toledo



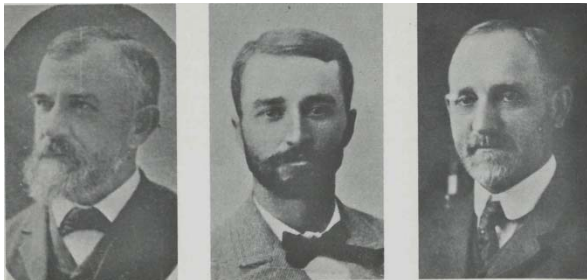
would build over a 100 wood and steel vessels including tugs, propellers, barges, car ferries, light ships and passenger boats before closing upon the founder's retirement. The yard was noted for the building of passenger vessels, which included the *City of South Haven*, *Lakeside*, *City of Benton Harbor*, *Indianapolis* and *Chippewa*.

When John Craig retired in 1905, the yard was sold to a group of investors who renamed it the Toledo Shipbuilding Company. The new owners paid an estimated \$550,000 for the shipyard. Sons, John F. and George, moved to California and opened a new shipbuilding company at Long Beach.

John Craig died on January 15, 1934 at the age of 95. He is buried in Woodlawn Cemetery, Toledo, Ohio,

### Toledo Shipbuilding Company (1905-1945)

The Toledo Shipbuilding Company was organized in 1905 when a group of investors purchased the Craig Shipbuilding Company at Toledo, Ohio. Lyman C. Smith, of the Smith Typewriter Company; Horace S. Wilkinson, of the United States Transportation Company; and Charles B. Calder and Alexander McVittie of American Shipbuilding Detroit would become the new owners. They incorporated with a capital of \$1,000,000 and renamed it the Toledo Shipbuilding Company. The investors became the officers of the company, with Frank E. Kirby as their consulting engineer.



*Left to right: John Craig, George Craig, Craig Ship Building. C. B. Calder, Toledo Ship Building.*

During the first years of operation, the yard built bulk freighters. In 1917, during World War I, the yard built the *Tours* and *Limoges* for French interests. Seven vessels were under construction for the United Kingdom Admiralty when they were requisitioned by the United States Shipping Board. Over all, Toledo Shipbuilding built 30 vessels for the Shipping Board. After the "Great War," the company engaged mainly in repair work.

Between 1922 and 1930 Toledo Shipbuilding constructed 14 vessels including the "lakers" *Worrell Clarkson*, *John W. Boardman* and *Thomas W. Lamont*; ferries *LaSalle* and *Wabash*; fire tug *John Kendall* and sandsucker *R. W. Holst*. During the Depression, the company returned to vessel repair as its main source of income.

During World War II, Toledo Shipbuilding was given government contracts for the powerful USCG icebreakers *Storis* (1942) and *Mackinaw* (1944).

The barge *P. M. 88* (1945) was the last vessel built by Toledo Shipbuilding Company.

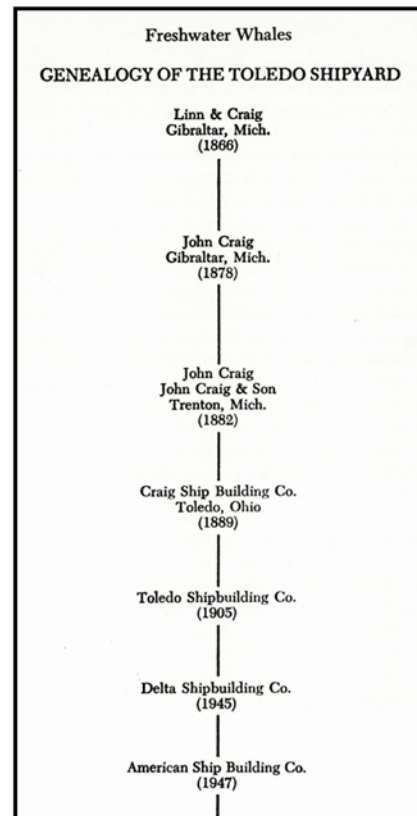
### AmShip Toledo (1945-1982)

Early in 1945, American Shipbuilding Company made the decision to buy the yard of one of its major competitors, the Toledo Shipbuilding Company. The acquisition was transacted through The Delta Shipbuilding Company, a subsidiary of American Shipbuilding. The purchase price was said to be over \$1,000,000. The yard then operating as AmShip Toledo.

In its early years, AmShip Toledo manufactured domestic heating boilers and stokers. The first vessel built there was the propeller *Edward B. Greene* in June of 1952. Between the years 1954 and 1973, the propellers *John Sherwin*, *Shenango II* and *Roger M. Keyes* were built there, as well as the barges *Huron* and *Triangle*.

The last work done by AmShip Toledo was the building of forebodies for the following vessels completed at AmShip Lorain - *Mesabi Miner* (1977), *George A. Stinson/American Spirit* (1978), *Edgar B. Speer* (1980) and the *William Delancy/Paul R. Tregurtha* (1981).

The Toledo works of American Shipbuilding ceased operations in 1982.



**CAPTAIN ISAAC GILLESPIE  
(1847-1917)**

Captain Isaac Gillespie was born in 1847 in Canada. He later moved to Port Clinton, Ohio where he built the side-wheelers *J. V. Lutts* (1880) and *Ella G.* (1882). Gillespie and his wife Ella were the parents of George William, Allie W., Jennie B. and Isaac J. He married for a second time to May Winne and their union was blessed with three daughters – Alice, Ineth and May.

A great tragedy occurred in Captain Gillespie's life in June 1887 when the unthinkable happened. The vessel, *Philip H. Walter*, commanded and owned by Captain Gillespie, foundered on Lake Erie and eight lives were lost. The *Walter* had loaded with stone at Marblehead and was on her way to Cleveland when the steam barge was struck by a heavy squall. Among the lost were Gillespie's wife and three of their children. His son, George, was also aboard, but his life was spared.

Several years later, he built the steamers *Walter D.* and *Laura D.* at Toledo, Ohio in 1891.

Captain Isaac Gillespie died on November 19, 1917 in Ann Arbor, Washtenaw, Michigan at the age of 70 years.

**HANS HANSEN  
(1890-1968)**

Hans Hansen was born in Norway in about 1890 and immigrated to the United States in 1913. He married Julia Olafson and their union was blessed with two children - Elizabeth Ann and Harry William.

In 1922, he founded The Hans Hansen Welding Company in Toledo, Ohio. His welding services were in great demand by owners of lake vessels, as well as railroad companies. The company also built tugs, propellers and workboats. It is worthy of note, that the tug *G. F. Becker* was built at James Scanes Shipyard in 1932 and is likely Hansen's first vessel. The company survived the Great Depression and continued to build vessels during World War II.

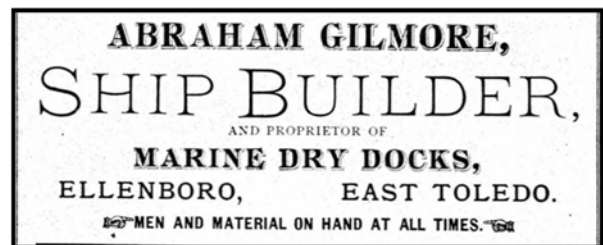
As of this writing, the company, now renamed H. Hansen Industries, is still in operation. One of the services provided is the shortening of masts for vessels that need to sail under the Maumee River bridges. Hans Hansen died in 1968, but his company lives on and is considered an institution on Toledo's waterfront.

**OTHER TOLEDO AREA BOAT BUILDERS**

*In addition to the shipbuilders found in the biographies, there were many other builders who contributed to the history of Toledo shipbuilding.*

*The following names were found in the resources listed in the bibliography.*

Arnold & Pratt, John P. Arnold, John Avery, James Barr, Bowe & Miller, Moses Bowe, Thomas Brace, J. W. Brown, O. S. Bruce, F. E. Bugby, Oliver Cardinal, James Carroll, R. H. Chapin, Josiah W. Clark, Seldon M. Clark, Ernest Clucky, Conrad & Cardinal (Ephraim E. Conrad & Oliver Cardinal), Ephraim E. Conrad, Conwell & Ricketts (William Conwell & George R. Ricketts), William Conwell, Dart Boats, Inc., J. H. Dayan, J. B. Dewey, Egbert Doville, Albert Eggleston, F & M Co., James Fall, Fifield, Francis Boat Works, Joseph Francis, Harrison Boat Yard, John C. Haynes, Hepburn Boat & Oar Co., Hepburn Brothers, Joseph W. Hepburn, Oliver M. Hepburn, John F. Hill, J. Holler, John Hollister, Hossack, H. Howland, Hubble, David & John Hollister, Harvey V. Jockett, Lewis Jones, Frederick Ketchum, King, Kirby, Abram Lachapelle, John E. Laderoot, Lachapelle & Laderoot, Peter LeClair, E. M. Littin, Albert Little, Phineas L. Lochlin, Fred Lyon, Anderson Martin, Daniel Mason, William Mathews, May Boat Works, J. H. May, Merce Industries, Mills & Clark (Adolphus L. Mills & Josiah W. Clark), Adolphus L. Mills, Dan Monroe, G. W. Mullineaux (Mullinix), James Navagh (Navaugh), Charles A. Osborn, Peck, May & Co., Peck & Osborn, Willard F. Peck, Pratt & Hubbell, Amos Pratt, Pitt, Thomas J. Purvis, Harold E. Reid, Renssclair (Reussclar), George R. Ricketts, Simon Reiter, John Robins, Capt. Roby & Thompson, George R. Rogers, Richard R. Rogers, Henry D. Root, Charles Roth, James Scanes, F. C. Slavin, Smith & Rogers Shipyard (J. D. Smith & George R. Rogers), George Smith, Horace T. Smith, J. D. Smith, William Spalding (Spaulding), John F. Squire, Sullivan & Zeitler (Dennis Sullivan & William C. Zeitler), Dennis Sullivan, Thompson, Toledo Marine Railway, Toledo Steamship Co., J. Tupper, Thomas Webb, Capt. David Wilkeson (Wilkinson), William Wilson, Edward Wincenried, Charles Zenger, William C. Zeitler and Lewis Zistel.





# A Listing and Data on Boats Built at Toledo, Ohio Area from 1810 to the Present

## **CHIPPEWA**

1810, Maumee, Ohio, Anderson Martin  
Wooden Schooner, 2 Masts, 59' x 16' x 7', 36 Gross Tonnage

She is sometimes noted in the newspapers as "*Chippeway*" or "*Chippawa*." The *Chippewa* was captured by the British early in 1813 and recaptured by the Americans in the Battle of Lake Erie, on September 10, 1813. Captured by British on October 10, 1813 while bringing baggage of 27th & 28th Reg. Infantry from Put-In-Bay. Armed with one gun and 2 swivels on Lake Erie. Burned by the British in December of 1813. Metzler.

## **MIAMI**

1810, Perrysburg, Ohio, Anderson Martin  
Wooden Sloop, 1 Mast, 25 Gross Tonnage

This first vessel built here was involved in the War of 1812. In 1812 she was captured by the British on Lake Erie. On September 10, 1813 she was recaptured by the Americans in the Battle of Lake Erie. She was burned and scuttled at Chatham, Ontario shortly after in 1813. Remains of the wreck are still there. Metzler.

## **WAPOGHKONNETTA**

1823, Maumee City, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 12 Gross Tonnage

No further information found.

## **EAGLE**

1827, Perrysburg, Ohio, David Hubbell and John Hollister  
Wooden Schooner, 2 Masts, 94 + 71/95 Gross Tonnage

Thursday, November 22, 1838, schooner *Eagle*, ashore a little below Erie. Reported went to pieces.

## **GAZELLE**

1832, Maumee River, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 67' x 19'6" x 6'6", 61 Gross Tonnage

*Gazelle* (Schooner), aground, 9 Oct 1867. The schr. *Gazelle* ran ashore at Little Pt. Sauble, during the southwester on Wednesday, and has suffered considerable damage. This is the first time during an existence of 35 years, that the *Gazelle* has gone ashore, a fact worthy of record. She was built at Maumee in 1832, was rebuilt in 1848, and again in 1865, and rates as a B 1 vessel. The *Gazelle* is owned by Messrs. Portch & Co., of Sheboygan. She is 135 tons burthen, old measurement. Detroit Post, October 16, 1867.

Rebuilt and lengthened 18 feet in 1868. Still sailing in 1879.

## **MERCHANT**

1834, Toledo, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 69'4" x 20'3" x 6'2", 70 + 40/95 Gross Tonnage

*Merchant* (Schooner), sunk, 13 Jun 1847. LOSS OF THE SCHOONER 'MERCHANT' AND ALL ON BOARD. The Lake Superior News Says - We have for some time purposely abstained from mentioning the fears that have for two or three weeks been entertained for the Schooner *Merchant*, on Lake Superior, which left this port for L'Anse on June 12th, and since which no tidings whatever have been heard of her. But as all hope seems now given up by our citizens, we regret we are compelled to announce that she has undoubtedly been lost, and that all on board have found a watery grave, having probably gone down on the night of the 13th., at which time it is known that a severe storm raged on the Lake. She had on board seven passengers and seven in crew. Captain Robert Brown, of the *Swallow*, having command at the time, in consequence of the illness of Captain Moore, who was detained on shore. Among the passengers were J. H. Woods, and E. Gregory, of Pontiac, Mich., and L. C. Smith and Geo. Howard of Norwalk, Ohio., all of whom had been employed by the National Mining Company, and were on their way to its location. The names of the other passengers we are unable to give, or those of the crew, until the return of Captain

Moore, who has gone up the Lake with a view of visiting the Caribou Islands, in the hope of finding some trace of his vessel, as she must have been somewhere in that vicinity at the time the gale occurred. The owners of the *Merchant*, we understand were Messrs. Coe & Coit, of Detroit. The Buffalo Courier, July 26, 1847.

***O. H. PERRY, OLIVER H. PERRY, COMMODORE PERRY***

1834, Perrysburg, Ohio, Augustus Jones and David Wilkinson  
Wooden Sidewheel Steamer, 352 + 25/95 Gross Tonnage

*Commodore Perry* (Steamboat), 11 Sep 1834. *Commodore Perry* - This is the name of another "floating castle upon Lake Erie, which came into port last week from Perrysburgh, Ohio, where she was built. The *Perry* is a steam boat of three hundred and fifty tons burden, fitted up in the fine style now common here, & is commanded by Capt. Wilkeson. She is owned, principally, by Messrs. John Hollister & Co. Perrysburgh, and Joy & Webster, of this city. She left port on Sunday last for the west, stowed to overflowing with freight and passengers. Buffalo Whig, May 27, 1835.

*Commodore Perry* (Steamboat), collision, 26 Apr 1838. Steamboat Collision -- The new, splendid boat *Buffalo*, Capt. Allen, on her first trip up, came into port last evening in rather a sorry plight; her bowsprit, figurehead and cut-water having been carried away the night before by unfortunately running into the steamboat *Commodore Perry*, Capt. Wilkinson, some ten or fifteen miles this side of Erie. The following are the chief particulars, furnished us by a respectable passenger on board the *Buffalo*.

The *Buffalo* left the harbor of Erie at about 8 o'clock on the evening of the 26th. inst. and about a quarter after nine approached the *Perry*, passing down the Lake. The Pilot of the *Buffalo*, thinking the course of the *Perry* an unusual one, bore off to pass her, as is usual with unbound boats, on the starboard, but on nearing the *Perry* discovered that she was taking the starboard side, and that the *Buffalo* was in danger of running her down. The engine was stopped, but such was the impetus of the boats that the bow of the *Buffalo* struck the *Perry* just forward of the starboard wheel house at an angle of about 45 degrees with a tremendous crash, carrying away the wheel house and shaft, and crushing a portion of her hull. The boats swung apart, and signals of distress were immediately made by the *Perry*, but owing to the high sea running at the time, and the unmanageable condition of the *Buffalo*, (one of her anchors, and bowsprit having fallen into the water), considerable time elapsed before she could render any assistance, though the utmost exertion was made by Capt. Allen and his crew. The scene is described as one of alarming fearfulness. The frightened passengers on the *Buffalo*, numbering about 300, rushed to the deck, expecting that the noble craft to which they had trusted for security, had foundered on some hidden rock. From the *Perry*, the thrilling cry of "we are sinking - we are sinking" - was heard above the roar of the waters, and until the *Buffalo* was able to come alongside and take her in tow, the most intense anxiety for the fate of that unfortunate craft and her inmates prevailed. She was towed back to Erie, and immediately sunk at the wharf.

Three of the passengers on the *Perry* were badly hurt, one of whom was so shockingly bruised that when the *Buffalo* left Erie it was not expected he could survive. Names of those injured, not learned. About 40 passengers on board. No one was seriously hurt on board the *Buffalo*. The damage sustained by the *Perry* is estimated at from \$3,000 to \$5,000. The injury to the *Buffalo* at \$500.

We are informed that the passengers and hands on both the *Buffalo* and *Perry* acquit the officers of the *Buffalo* of all blame, and that the accident is one of those unfortunate collisions that sometimes happen, no one can tell how. Carelessness certainly must attach somewhere, as there is plenty of sea-room on broad Erie for boats to pass without running afoul of each other, if carefully managed. Cleveland Daily Herald & Gazette, April 28, 1838.

Abandoned in 1843.

***CAROLINE***

1835, Perrysburg, Ohio, Fredrick Nelson Jones  
Wooden Schooner, 2 Masts, 52' x 17'2" x 5'6", 42 + 4/95 Gross Tonnage

*Caroline* (Schooner), 5 Aug 1835. The new and elegant schooner *Caroline* left our port for the first time, on Wednesday the 5th inst. for Buffalo, commanded by Capt. Marsh. She is a firm and beautiful built vessel, of 60 tons burthen, and is one among a number of vessels finished, and finishing in our river the present season. The *Caroline* will be no discredit to our port, and we hope she may long continue to float upon the bosom of Erie's waters, bearing the rich products of the East and West to their respective destinations. Miami of the Lake. Buffalo Commercial Advertiser, August 17, 1835.

*Caroline* (Schooner), 1835. Besides the line of steamboats, a number of sailing craft supplied connections with eastern ports. One in particular, the schooner *Caroline*, built at Perrysburg in 1835, occupied a prominent place in



the history of the transportation on the Maumee. In 1838 this craft was making regular trips between Perrysburg and Cleveland, stopping in route at Maumee, Toledo, and Manhattan. (From article entitled "Navigation at the foot of the Maumee Rapids," 1815 - 1845 by Maurer, published in Northwest Ohio Quarterly, July 1943).

### ***DON QUIXOTE***

1836, Toledo, Ohio, Builder Unknown

Wooden Side Wheel Steamboat, 80'6" x 15'10" x 4'4", 51 + 27/95 Gross Tonnage

*Don Quixote* (Steamboat), 13 Oct 1836. WESTWARD HO. A new and beautiful little steamboat, called the *Don Quixote*, arrived at our wharves last week, on her route to Grand River of Lake Michigan, being destined to ply between the mouth of that river and the Grand Rapids, about fifty-five miles above. This boat, with the line of stages now in operation, completes the communication from Detroit to the mouth of Grand River We congratulate the inhabitants of that section of country, and of Ouisconsin, in having, thus early, a communication opened, which is not only practicable, but safe and expeditious; and to the worthy proprietors and captain of the *Don*, we wish a remuneration equal to their public spirit and the importance of their enterprise. Daily Advertiser, October 18, 1836.

Stranded Lake Huron, Thunder Bay Islands and hull went to pieces in 1840. Metzler.

### ***JOHN HOLLISTER***

1836, Perrysburg, Ohio, Charles G. Keeler

Wooden Schooner, 2 Masts, 67'2" x 21'7" x 7'1", 89 + 3/95 Gross Tonnage

*John Hollister* (Schooner), adrift, 1 Dec 1836. The hull of a schooner entirely dismasted, and apparently unmanageable or at least unmanaged, was seen floating down the lake opposite this place, during a severe gale yesterday morning. No other circumstances connected with it, are known or can be conjectured with any kind of data. Erie Observer, Dec. 22, 1836.

*John Hollister* (Schooner), abandoned, 10 Jan 1837. LAKE DISASTER - The Schooner *John Hollister* was discovered about 15 miles below Fairport, 10 miles from shore, on the 6th. inst., fast in the ice, and abandoned by the crew. She has a cargo of merchandise, which will be saved. Cleveland Daily Herald, January 10, 1837.

### ***WALTER JOY***

1836, Perrysburg, Ohio, Builder Unknown

Wooden Schooner, 2 Masts, 82' x 21'8" x 7'10", 123 + 25/95 Gross Tonnage

*Walter Joy* (Schooner), aground, 27 Nov 1845. During the gale on Thursday (11/27), the schooner *Walter Joy*, Capt. Lacy, was driven ashore about 4 miles below Fairport. Vessel badly on and insured. Ashtabula Weekly Sentinel, December 2, 1845. Last listing for vessel so probably lost.

### ***ANTHONY WAYNE***

1837, Perrysburg, Ohio, Samuel Hubbell

Wooden Sidewheel Steamer, 156' 6" x 25' 9" x 10' 3", 390 + 46/95 Gross Tonnage

*Anthony Wayne* (Steamboat), sunk by explosion, 28 Apr 1850. TERRIBLE EXPLOSION. (By O'Reilly's Western Telegraph). Terrible Steamboat Explosion - Total Loss of the Steamer *Anthony Wayne*, and From 60 to 80 Lives. Cleveland, Monday, April 29, 10 A. M.

From the Clerk of the *WAYNE*, Mr. H. S. Vorse, who arrived here last night, we learn the following particulars: The *WAYNE* left Toledo at 9 o'clock on Saturday morning, with about twenty five passengers and took on some forty more at Sandusky on Saturday night, leaving there at 10 o'clock. These and the crew made the number on board from ninety to one hundred. About half-past 12 this A. M., (Sunday) just below Vermillion, and some eight miles from shore, the two starboard boilers exploded throwing them into a perpendicular position, tearing away the steerage cabin above and shattering the hull badly. She sank in fifteen minutes, going down head foremost. The yawl was launched and twelve persons reached shore in it.

The life-boat half filled on launching and leaked badly, but six persons got ashore in her after six hours exertions by bailing constantly. Capt. Gore, James Edgcomb, 1st. mate, the 2nd. mate and Mr. Vorse, Clerk, are saved. Mr. J Ellmore, 1st, and Mr. Edward Burch, 2nd. Engineers are lost. Mr. D. A. Eddt, of Cleveland, was onboard, and was seen after the explosion, but whether he was saved is not known. The state room of the Captain next to the steerage cabin was blown to pieces and his bed was blown up side down, but he was unhurt.

When the *Anthony Wayne* went down she was on fire, and the flames were just bursting out. The cause we cannot state. The boilers were only a year old and in good condition. A fireman who escaped says that just before the accident he tried the boilers and there was plenty of water in them.

The Hurricane Deck is supposed to have floated and was thought to be seen from shore this morning. Two small vessels went out from Vermillion to pick up any survivors.

Our citizens will wait with painful anxiety to learn further particulars, and the fate of Mr. Eddy, one of their esteemed townsmen.

FURTHER PARTICULARS - Monday, 9 A. M. - One of the vessels which went out took off of the Hurricane Deck some thirty passengers, six dead. D. A. Eddy is safe and has telegraphed from Sandusky.

We learn further that the boilers were entirely new last season, and were built and put in under the superintendence of Wolcott, of Detroit. The engine is the one which was formerly in the Columbus. She exploded off Vermillion on her way from Sandusky to this port.

The *Anthony Wayne* was owned by Charles Howard & Co., of Detroit, and was running in opposition to the regular Sandusky line. Daily Queen City, Buffalo, April 30, 1850.

### **FAVORITE**

1837, Perrysburg, Frederick Nelson Jones  
Wooden Schooner, 2 Masts, 163 + 12/95 Gross Tonnage

*Favorite* (Schooner), 1 Aug 1837. Another - A new vessel called the *Favorite* was launched at Perrysburg a few days since. She will soon be rigged, and afloat on Erie. Perrysburg turns out shipping like a "chair factory." The crafts too are staunch, well-built specimens of lake shipping, and do honor to the enterprise and taste of the flourishing port from which they hail. Cleveland Daily Herald & Gazette, August 14, 1837.

*Favorite* (Schooner), launch, 9 Aug 1837. Perrysburg, Aug 9 - The *Favorite*, of Perrysburg -- New Vessel -- We neglected to notice in our last, the beautiful launch of this vessel from the ship yard of Capt. David Wilkison. It was indeed the prettiest launch we ever witnessed, as well as the prettiest modeled lake craft we ever rested our eye upon. The builder, F. N. Jones has done himself great credit in the construction of this vessel; and we cannot but express the honest conviction of many a competent judge, that the *Favorite*, of Perrysburg, exhibits in a high degree, the skill and taste of her architect, and that she is not surpassed in beauty by any lake vessel now afloat. Her spars are now up, and the rigging fast being fitted for the trade of this place. She will be out in a few days. Buffalo Commercial Advertiser, August 15, 1837.

*Favorite* (Schooner), 26 Apr 1842. SAIL Vs. Steam -- The schooner *Favorite*, Capt. Forbes, left this port on the 13th inst. about 11:00 A. M. heavily laden with produce, for Buffalo, and again entered our harbor last Monday evening, about 10:00, making the trip in 4 days and 11 hours. Taking the usual time for unloading at Buffalo, this is the quickest trip of a sail vessel that we ever heard of. Boats steam "all to pieces." Toledo Blade, April 26, 1842.

*Favorite* (Schooner), sunk by ice, 3 Dec 1845. The schooner *Favorite*, Capt. Keeler, on her way to Toledo, being cut by the ice, filled and sunk yesterday, in 24 ft. of water, 8 or 10 miles south east of this port, heavily laden with merchandise. The vessel was owned by Captain Keeler, and a good share of the cargo; over \$5,000, lost to him, and without insurance.

Captain and crew, 6 in all, finding all efforts to save anything, of no avail, and unable to use the long boat, took to the ice as a last hope, which was only half an inch in thickness, and rising and falling with the swells beneath it; and after 3 or 4 hours of imminent peril and severe suffering, reached Raisin Point. They practiced the precaution to tie themselves together with a long rope, in order that if anyone broke through, the rest might pull him out. In this manner, in two separate parties, each one provided also, with one or more oars, they sought the shore; and all except Captain Keeler, broke through several times, and were drawn out by their companions. Their escape, considering the adverse circumstances attending their situation was truly wonderful. Capt. Keeler, throughout the whole evidently exercised great presence of mind, coolness and deliberation, which no doubt contributed essentially to the preservation of himself and crew; and all will deplore his heavy loss. Monroe Advocate, December 10, 1845.

### **MAJOR OLIVER**

1837, Maumee, Ohio, Thomas J. Purvis  
Wooden Schooner, 2 Masts, 81' x 23'6" x 9'6", 158 + 9/95 Gross Tonnage

Bound Saint Joseph, Michigan, for Chicago, Illinois, went ashore in gale 1/2 mile south of Chicago, Lake Michigan, ashore and a complete wreck.

### **MARIA**

1837, Maumee City, Ohio, Amos Pratt or Daniel R. Stebbins  
Wooden Schooner, 2 Masts, 73' x 23'4" x 7'4", 106 + 25/95 Gross Tonnage

*Maria* (Schooner), 26 Jun 1837. Maumee. June 26 - The new schooner *Maria*, built and owned by our enterprising fellow citizens, the Messrs. Sargents, departed our port on Thursday evening last, for Cleveland and Buffalo. The *Maria* is a schooner of the largest class; fine model, and more profitable for the lake trade than larger vessels. Two other schooners are nearly completed, and will be ready to sail in a short time. Buffalo Daily Commercial Advertiser, Saturday, July 1, 1837.

*Maria* (Schooner), aground, 23 Oct 1841. Shipwreck - the Schr. *Maria*, Capt. Goldsmith, ran onto the rock reef about 20 miles from Mackinac, on Saturday, the 23rd, and was totally wrecked. She was owned by Mr. Kinney of Buffalo. The crew were 22 hours waste deep in the water. They finally got off the small boat. Detroit Daily Advertiser, November 2, 1841.

### **OTTAWA**

1837, Maumee, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 83'6" x 23'4" x 9', 153 + 60/95 Gross Tonnage

*Ottawa* (Schooner), 18 Sep 1837. MORE SHIPPING - The new schooner *Ottawa*, of Maumee, 150 tons burthen, is out on her first trip. Cleveland Herald & Daily Advertiser, September 18, 1837.

*Ottawa* (Schooner), aground, 3 Dec 1848. The schooner *Ottawa*, belonging to Hamilton, bound from Oswego to Port Stanley, with salt, has been lost near that place. No particulars given. Buffalo Commercial Advertiser, December 4, 1848

### **TIPPECANOE**

1837, Maumee City, Ohio, Amos Pratt or Daniel R. Stebbins  
Wooden Schooner, 2 Masts, 65'6" x 19'7" x 6'1", 67 + 40/95 Gross Tonnage

*Tippecanoe* (Schooner), 1 May 1837. LAUNCH ---The schooners *MARIA*, and *Tippecanoe*, were launched at Maumee City few days since. They are both spoken of as staunch, well-built vessels. The new steamboat building at Perrysburg, was to have been launched on Saturday. She will be a fine boat, of about 400 tons burthen. Cleveland Daily Herald & Gazette, May 22, 1837.

*Tippecanoe* (Schooner), gale damage, 2 Oct 1840. From the Buffalo Commercial of Saturday - GALE - A heavy and destructive gale has been raging here since midnight. It commenced blowing from the South, then veered to the Southwest with increased fury and the following vessels are materially injured in spars and rigging. Steamboat *Fulton*, Brig. *North Carolina*, Schooners *Commodore*, *Florida*, *Buckner*, *Tippecanoe*, *Ruggles*, *Alps*, *Mitchell*, and others. Cleveland Daily Herald, Wednesday, October 7, 1840.

She was still sailing in 1850.

### **CHESAPEAKE**

1838, Maumee City, Ohio, Daniel R. Stebbins and Frederick Nelson Jones  
Wooden Side Wheel Steamer, 1 Mast, 172' x 24'6" x 10'2", 412 + 49/95 Gross Tonnage

*Chesapeake* (Steamboat), 1 Jan 1838. The *CHESAPEAKE* - This is the name of a new steam ship on the stocks at Maumee, finishing under the superintendence of that veteran lake Admiral, Capt. Jones of Black River, length 166 feet, breadth of beam 25 feet. The *Chesapeake* is to be a clipper, and will be propelled by a powerful low pressure engine manufactured in Montreal. Capt. D. Howe, well known on western waters as an accomplished seaman, will command. Cleveland Daily Herald & Gazette, January 31, 1838.

*Chesapeake* (Steamboat), 11 May 1838. Launch of the *Chesapeake* -- The lake may be safely challenged to produce a more beautifully modeled craft or one that will sit more lightly and buoyantly upon its waters. She moved gracefully from her ways on Tuesday afternoon last in the presence of over a thousand of the citizens of this and the adjoining towns, and so easily did she dip herself into the river, that the musical band upon her docks did not remit their performances during their journey from dry land to navigable water. She is a splendid craft! Capt. Jones says she is the finest vessel he ever built, and that is glory enough; and the suffrages of the spectators, in confirmation the

veteran's opinion, were general and unanimous. She draws three and a half feet of water, only, as she lies, and if this light hold upon the water, and an engine of excellent construction and great power, does not make her "go ahead." There is no truth in surmises.

Gentlemen Editors down the Lake! Just put the *Chesapeake* upon your list of fast boats, and our word for it, she will do no discredit to the character. Buffalo Commercial Advertiser, May 11, 1838.

*Chesapeake*, (Steamboat), 11 Jun 1847. Terrible Collision!!! Steamer *Chesapeake* and Schr. *Porter* Sunk - Several Lives Lost. We are indebted to the Captain, Clerk, and Steward of the *Chesapeake* for the following particulars of this horrible affair:

The *Chesapeake* and *Constellation* were coming up from Buffalo, and about 12 Wednesday night, and when off Conneaut, the Schr. *Porter*, bound down, took a sheer to escape the *Constellation* and came in contact with the *Chesapeake*. It is said, her wheelsman after escaping the *Constellation* was ordered to make the *Chesapeake* light in her fore rigging, and as the latter made off, she followed up until the engine of the steamer was stopped and water backed, but the speed of the schooner soon overtook her, and struck her on the larboard bow. At the instant of the collision, the hands of the *Porter* sprang aboard the steamer, and the vessel continued its course out into the lake. Capt. Warner, thinking that neither vessel was much injured, put about for the *Porter*, in order to return her crew, but as he neared her, he saw she was sinking, and by the time the small boat was lowered, she had disappeared.

At this moment the Captain was informed the steamer was leaking. All hands were called to the pumps, the water gained and the passengers were set to bailing. The firemen were driven from the hold by the rush of water she was making. The Captain had ordered her to be run ashore, and she was accordingly headed to, but before proceeding far the water had put out her fires, and the engine stopped. Her anchor was then let go to maintain her position, as the wind was blowing fresh from shore. From this time, to the moment of her going down, was occupied in preparing floats to get ashore.

The Captain advised all to stick by the wreck, but some notwithstanding left, and nothing as yet has been heard from them; among whom was the Chief Engineer. After about half an hour she went down head foremost in seven fathoms, her upper deck rising with the water. On this the passengers that remained held fast. The Captain describes the scene here as awful -- such shrieks, he says, he never wishes to hear again. At this critical juncture the *Harrison* hove in view and passed them, not hearing their cries for help. She put into Conneaut about 1 1/2 miles distance from the wreck, and there was informed by the Clerk, who, with about fourteen others had made shore in the small boat, that her assistance was needed. She immediately put for the wreck, and rescued all on board.

Of those known to be drowned are the following of the passengers: [ ] ren, Sandusky; E. Cone, Bellville, O. S. York, Tiffin, O. Of the crew, R. Southerland, Chief Engineer; Orson Ware, 2d Porter; R. McNab, Deck hand.

There has, no doubt, been a fearful loss of life, and much property. The Clerk's books and about \$8000 dollars in money, the property of private individuals entrusted to his charge, went down with the boat. Not even a passenger's trunk was saved. The *Porter* was loaded with 6000 bushels corn, and 70 bbls. pork. Vessel and cargo insured.

Incidents of the Wreck. While the *Chesapeake* was lying at anchor, and for about one half hour before she went down, few can imagine the terrible scene on board. The wind was blowing fresh from shore, forbidding all hope to those who would seek land on floats. Many dare not stay on board, not knowing the depth below them, and fearing when the steamer sunk they would be swallowed in the whirlpool she would make. Death seemed inevitable, and the only alternative left them was to drown with the wreck, or in a vain effort to reach shore. In this dilemma, with the boat fast sinking under them, the excitement is described as terrific. The bell was kept ringing and lights burning for signals. The passengers were counseling and cheering one another, and preparing whatever they could on which to float. The Captain was coolly advising the passengers that their only hope was with the wreck. He assisted his wife and another lady to climb the mast, and fixed them upon the cross trees. Mr. Lytle, steward of the boat, was very active and self-possessed, helping such as wanted help to his own imminent danger. At length he bow began to fall, and the cry was heard "she's going!" One loud, long and unearthly shriek arose simultaneously from the despairing multitude, such as the survivors say is still ringing in their ears, and such as they never wish to hear again. She sunk in seven fathoms water, about 1 1/2 miles from shore. Her upper deck broke loose from the boat, and floated upon the water, kept stationary by hanging and being lashed to the mast. But many had taken to their floats, some on settees, planks, cabin doors, tables, &c &c, and were floating about. One man was seen to capsize his plank, and the last seen of him, he was the underside of it, his fingers only visible, holding on with a death grasp.

A gentleman and his wife were seen on a small float, sometimes sinking and then rising to the surface. The lady not having presence of mind enough to guard against inhaling water when she went down, soon became strangled, exhausted, and died beside her husband.

Mr. Van Doren, a merchant of Lower Sandusky, with four others, made them a raft of several pieces, which soon went apart, and he sank to rise no more.

The most touching incident was the case of Daniel Folsom, his wife and child. When the engine ceased to work, the yawl boat was manned and sent ashore in charge of Mr. Shepard, the Clerk. Ten men were put on board and four women. Among the latter was Mrs. Folsom. She at first refused to go without her husband. He knew it was no time to debate such a question, and instantly resorted to the only argument that could prevail, by seizing her child and putting it aboard when she immediately followed, and the husband took an affectionate leave of her at the gang way as the boat departed. He afterwards joined a friend in making a raft, on which they floated for some time, but supposing they could do better by separating, he took his plank along and has not since been heard of. His friend was saved.

The *Chesapeake* was struck by the schooner about 1/4 to 12 o'clock. She went down about 1/2 past two. While on the bottom, and her passengers and crew hanging to the wreck, and floating about amid darkness and a strong sea, the steamboat *Harrison* hove in sight from Buffalo. She was hailed by everyone on board, shouting simultaneously. The winds being high floated away the sound. The ladies then proposed to try their shrill voices alone. They sent forth a shriek both loud and shrill, but could not penetrate the sulky midnight air, nor be heard above the noise of the tempest. The *Harrison* pursued its course into harbor, unconscious of danger around. By this time the clerk and his boat load had reached shore. They had been carried down below the pier some distance for want of oars to row the boat, which had been forgotten. He ran up the beach to the pier just as the *Harrison* was making fast. She put about immediately, and reached the wreck in a very few minutes. She took all aboard that remained and went to picking up those afloat. It was now about daylight, and objects began to be visible at some distance. The lake was strewn with fragments of the wreck, and passengers were floating in every direction. Some were picked up five miles from where the boat went down. After cruising around until about 9 A. M., the *Harrison* left, satisfied that all who had survived had been rescued. The last one found was the bar tender, Henry Haas, he was sitting upright on one of the hatches, had been afloat about five hours, and was so stiffened as to be perfectly helpless. My Lytle was picked up by a yawl boat from land, after floating about on a state room door some 2 1/2 hours, and was quite exhausted.

Mrs. P. S. Marsh, of Buffalo, had two children and a servant girl on board. With true maternal affection, she lashed one of her children to herself and the other to her servant, and refused to be put on board the *Harrison*, except as she had bound her little family together. One gentleman threw away his pocket book with \$3000 in it, thinking it better to let it swim ashore than to sink with him. The Captain picked it up, and after the rescue restored it to its frightened owner. All speak well of the remarkable coolness of Capt. Warner, and the attention and kindness of his crew, especially Mr. Lytle and the 2d Mate. All was done by them that could be, and no blame, we believe, is attached to any one on board.

We are indebted to N. B. Seymour, 2d Clerk, for many of the above facts. Mr. S. was the first to descend the hold and report the leak to the Captain. He rendered essential service to the passengers throughout that perilous night.

As near as can be ascertained there were 57 passengers saved. The whole number on board cannot be known, as the Clerk's books were lost. Plain Dealer, Cleveland, Ohio, 11 Jun 1847.

### **GENERAL VANCE**

1838, Maumee, Ohio, Amos Pratt and Samuel Hubbell

Wooden Side Wheel Steamer, 90'9" x 13' x 6', 75 + 61/95 Gross Tonnage

*General Vance* (Steamboat), 1 Oct 1838. ANOTHER. A snug little steamboat was launched at Perrysburg a few days since, called the *General Vance*, to take the place of the *General Jackson*, defunct. Cleveland Daily Herald & Gazette, October 4, 1838.

*General Vance* (Steamboat), 6 Jun 1844. *The General Vance*. The steamboat *Gen. Vance* will run during the season, three times a week, between Detroit and the Maumee, touching at Monroe. Mr. S. D. Woodworth, so well known to all our citizens as the gentlemanly and obliging host of the Steamboat Hotel, will have the command of the *Vance*, and will devote himself to the business with his characteristic energy and industry. He has exhibited his usual taste in fitting her up in the most elegant and convenient style. She has been entirely repainted, within and without, and from top to bottom. She has also a number of painted panes of glass in the style of the *Wisconsin*. Her interior has been rearranged, so as to exclude effectually, the steam and smoke from the cabin. The engine has been thoroughly overhauled, and sails are also provided in case of accident. The cabin and cooking rooms are furnished with neatness, and everything provided for the comfort of the passengers, equal to the large class boats. The *Vance* will leave today on her first trip. Detroit Daily Advertiser, June 6, 1844.

*General Vance* (Steamboat), exploded boiler, 25 Jun 1844. AWFUL EXPLOSION. Detroit, June 26. Our city was yesterday shocked by the most terrible and mournful accident that has ever occurred in its vicinity. Yesterday morning, the steamboat *General Vance*, Capt. S. D. Woodworth, left the wharf of J. N. Elbert, at 8:30 o'clock, with a full load of passengers and freight for Toledo. She proceeded across the river to Windsor, and just as she stopped at the wharf, and was letting off steam, the boiler exploded. The sound was like the report of a cannon, and was heard with fearful distinctness on this side. The fore part of the boat immediately sank, and the aft soon followed. But this was of little consequence, compared with the melancholy loss of life.

Four persons at least, are supposed to have lost their lives. Mr. Samuel D. Woodworth, the captain of the boat, the eldest son of Mr. Benjamin Woodworth, the late well known proprietor of the Steamboat Hotel, was thrown into the air and killed. His body was found some hours afterwards, in the river. The body of George Sweeney, of Chatham, C. W., formerly employed on the *Kent*, has also been found. Robert Motherwill, engineer of the ferry-boat *United*, who had just stepped on board the *Vance*, is also supposed to be killed, though his body has not been found. Major A. C. Truax, of Truago, one of the oldest and most respected citizens, was frightfully and mortally wounded, and though living at the moment, cannot survive. Mr. Gaylord, the engineer of the *Vance*, was severely but not dangerously injured; and also two of the firemen, whose names we have not learned. Some 30 or 40 passengers were on board, and their preservation is almost miraculous.

The boat is of course an utter wreck, and her cargo all or nearly all lost. It is of course, too early to judge calmly of the cause of the explosion, but it is due to Mr. Gaylord to say, that he is an engineer of skill, experience, and of the highest integrity and fidelity, in whom our citizens repose entire confidence. The following statement by him has been furnished to us for publication:

Mr. Gaylord, the engineer, says her steam was low, and not so as to blow off, when she left the wharf on this side, but as usual on leaving port, he caused the fires to be replenished, not knowing that the boat was to land on the other side. But on coming to the dock, he had her fire doors opened, and himself raised the safety valve and tied it up, so as to blow off freely. At the moment of the explosion he was standing upon the rail, with his hands having hold of the shroud, saying to Captain Woodworth, "That he should have given him notice of his intention to land there, that the steam was making fast, and he must not stop long." Mr. Gaylord was blown from the rail where he was standing, on to the forward deck of the ferry boat *United*, and was badly bruised, and somewhat scalded, but not dangerously. P. S. Major Traux has since died. Buffalo Commercial Advertiser, June 27, 1844.

### **JOHN MARSHALL**

1838, Perrysburg, Ohio, Samuel Hubbell  
Wooden Side Wheel Steamer, 1 Mast, 75' x 16' x 4'8", 51 + 38/95 Gross Tonnage

*John Marshall* (Steamboat), lost smoke pipes, 10 Sep 1841. PIPE BLOWN OFF. The small steamboat *John Marshall*, from Perrysburg, (O.) on its way to Sacket's Harbor, encountered a squall, on Friday night, which blew the smoke pipe, or chimney off within a foot of her deck--the whole going overboard. She put into this port for the purpose of refitting, Buffalo Commercial Advertiser, September 16, 1841.

*John Marshall* (Steamboat), aground, 1 Oct 1844. Capt. Van Cleve, on her passage down the lake was for some time in a dangerous condition, but finally made our Harbour in safety at 11 o'clock on Saturday. The steamer *John Marshall* with emigrants from Kingston for this port was driven ashore near Stoney Point, where she lies out of water. No lives were lost. We have heard of no other serious accident upon Lake Ontario. Oswego County Whig, October 1, 1844. Abandoned and burned in 1844.

### **WABASH**

1838, Perrysburg, Ohio, Amos Pratt and Samuel Hubbell  
Wooden Side Wheel Steamer, 100' x 14' x 6.2', 83.24 Gross Tonnage

She was abandoned in 1840.

### **CHIPPEWA**

1839, Maumee City, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 44'6" x 10'7" x 4'7 + 1/2", 20 + 16/95 Gross Tonnage

SAIL CRAFT ON LAKE SUPERIOR. We notice in some of our exchange papers, various accounts of the number of vessels on Lake Superior, which are very imperfect. Many seem to be under the impression that until a few years past, there were no vessels of any considerable tonnage on that Lake. This is an error.

As early as 1806, the fur companies owned two or three schooners that navigated those waters - Mr. Houghton, in his excellent work on the minerals of the section, gives an account of several. The schooner "*Recovery*," belonging to the British North-Western Company, before the last war. As soon as the two countries were known to be at odds, a stratagem was resorted to in order to save her. She was secreted in a narrow bay, on the south side of Isle Royal, and stripped of her spars, and covered with brush wood, where she lay until peace was declared. She was afterwards run down the rapids of the Ste. Marie, and used in the lumber trade on Lake Erie, by Capt. Fellows. Her hull now lies off Fort Erie.

The schooner "*Mink*," was in commission there before the war. She was also run down the rapids, and Tom Hammond, an Officer, who served under the gallant Perry on Lake Erie, employed her as a freighting craft for some years in this vicinity. She was finally sunk in the River Rouge, a few miles below us.

The third vessel, from Lake Superior, which had been employed there - name not recollected - was run down the rapids, and unfortunately went to pieces.

From 1815 to 1822, we learn from Mr. Houghton's work, the Lake was navigated by only a small schooner. Some twelve years since, the fur business was again prosecuted with much success, and the American Fur Company built the "*Astor*" of 112 tons. Her timbers were got out at Charleston, O., in the fall of 1834, and was shipped to the South in the Spring following, by Oliver Newbury Esq.- the timber and plank was carried to the head of the rapids and put together. She was finished in August, and was sailed for La Pointe, by Capt. C. G. Stannard, who continued to command her until 1842, when his brother took charge of her. She was wrecked at Copper Harbor in 1844, where her hull is still to be seen.

In 1837, the fur company built two other vessels of some 20 tons each; one of them, however, was never launched. The "*Madeline*" was sailed by Capt. Angus, and employed in the fish trade.

In 1838, the fur company built the schooner "*Wm. Brewster*" of 73 tons, John Wood, master. Four years after she was run down the falls, and is, we believe, now on Lake Erie.

The fleet on the Lake is now rapidly increasing. Since the mines on its shore have commenced working, considerable tonnage is required, and will rapidly increase yearly. The present force on the lake is: Steamboat *Julia Palmer* 280 tons, Propeller *Independence* 280 tons, Schooner *Napoleon* 180 tons, Schooner *Algonquin* 70 tons, Schooner *Merchant* 70 tons, Schooner *Swallow* 71 tons, Schooner *Uncle Tom* about 40 tons, Schooner *Chippewa* about 40 tons, Schooner *Fur Trader* about 40 tons, Schooner *Siskawit* about 40 tons, Schooner *White Fish* about 50 tons, Total tonnage about 1,160 tons. The Daily Courier, Saturday, July 17, 1847.

She was portaged around Soo - Lake Superior in 1845. Still in service in 1860.

#### ***WILLIAM H. HARRISON* aka *GENERAL HARRISON***

1840, Maumee City, Ohio, Frederick Nelson Jones

Wooden Side Wheel Steamer, 1 Mast, 154' x 22' x 10', 326 + 6/95 Gross Tonnage

*General Harrison* (Steamboat), 1 Mar 1840. NEW BOAT. The Maumee Express notices that a fine steamboat, of 150 feet in length, 21 feet 6 inches beam, is on the stocks at that place. James Wolcott, Esq., of Maumee, is the principal owner of the new boat. F. Jones, Master Builder. She is to be commanded by Capt. Pheatt. Cleveland Daily Herald, March 16, 1840.

July 1854 off Chicago, Lake Michigan. She went on a bar a short distance south of Lake View House, and broke her back. Stripped and abandoned in early August. She was a total loss of \$5,000. Swayze.

#### ***TOLEDO***

##### ***INDIANA***

1841, Toledo, Ohio, Fairbanks Church and Joseph M. Keating

Wooden Side Wheel Steamer, 172' x 23'6" x 11', 532 Gross Tonnage

*Indiana* (Steamboat), 1842. Capt. Pheatt's new boat, the *Toledo*, was launched in fine style at Toledo on Monday last, and will shortly compete for a share of the Maumee business. She is larger too than we at first supposed, being 532 tons burthen, 172 feet keel, 182 feet on deck, 26 feet beam, and 11 feet hold. This is about the size of the *Chesapeake*, only one foot deeper and three feet wider, a desideratum in boats of this description. Had the *Harrison* a few feet more beam she would be a most finished model. The owners of the new boat anticipate much from her advantage, and expect to have her out (en dishabile of course) early in October. The great increase in the business



of the Maumee Valley warrants this augmentation to our already large number of steam craft. Erie Gazette, August 26, 1841.

NOTE: Renamed *Indiana* before going into use.

*Indiana* (Steamboat), fire, 30 Nov 1848. Loss of the Steamer *Indiana*. A despatch was received here yesterday afternoon by O'Reilly's Western Line, stating the steamer *Indiana* was destroyed by fire at Conneaut on Thursday Evening. In the evening, we received the following despatch from Erie, to which we are indebted to the operators on Speed's Western line. Passengers by stage from Conneaut reported in Erie this afternoon that the steamer *Indiana* was burned to the water's edge last night about half past eleven o'clock - supposed be the work of incendiaries. Buffalo Commercial Advertiser, December 2, 1848.

*Indiana* - Mr. Townsend, formerly of the steamer *Indiana*, just returned from Conneaut, informs us that the fire occurred about 11 o'clock Thursday night. He has no doubt it was the work of an incendiary. The wind was from the north, and as she was lying in Conneaut harbor with her bow to the South, the fire made a clear sweep, burning in the interior below the water's edge so that the water rushed in and sunk her. The machinery, Mr. Townsend says, fell with a tremendous crash breaking and destroying the most valuable portions, and is hardly worth fishing up except for old iron. Buffalo Commercial Advertiser, December 4, 1848.

### **INDIANA**

1842, Toledo, Ohio, Fairbanks Church and Joseph M. Keating  
Wooden Side Wheel Steamer, 1 Mast, 174' x 26' x 12'4", 534 + 52/95 Gross Tonnage

*Indiana* (Steamboat), 1 Apr 1842. The *Indiana* is the name of another new and commodious steamer now building at Toledo, for Capt. J. T. Pheatt. According to the Blade she is to be all kinds of a craft, being over 500 tons burthen, and containing 12 ladies state rooms with 3 berths each and a gentlemen's cabin 100 ft. long containing 30 staterooms, 2 berths each. The keel of the *Indiana* is 172 ft. long, breadth of beam 26 ft., hold 11 feet 6 inches, extreme width of boat 50 feet. Buffalo Commercial Advertiser, April 26, 1842.

*Indiana* (Steamboat), fire, 30 Nov 1848. Steamer *Indiana*. Mr. Townsend, formerly of the steamer *INDIANA*, just returned from Conneaut, informs us that the fire occurred about 11 o'clock Thursday night. He has no doubt it was the work of an incendiary. The wind was from the north, and as she was lying in Conneaut harbor with her bow to the South, the fire made a clear sweep, burning in the interior below the water's edge so that the water rushed in and sunk her. The machinery, Mr. Townsend says, fell with a tremendous crash breaking and destroying the most valuable portions, and is hardly worth fishing up except for old iron. Buffalo Commercial Advertiser, December 4, 1848.

### **PETER MURRAY**

1843, Maumee, Ohio, Builder Unknown  
Wooden Sloop, 2 Masts, 17 + 21/95 Gross Tonnage

She was registered in Michilimackinac district in 1848. No further information.

### **SAMSON**

1843, Perrysburg, Ohio, Samuel Hubbell  
Wooden Propeller, 2 Masts, 134' x 25' x 8', 250 + 25/95 Gross Tonnage

*Samson* (Propeller), 8 Jun 1843. We have omitted to notice the arrival at our port a third of this new class of vessels. The *Samson*, a new and beautiful boat, arrived from Perrysburg last Saturday: she is of 250 tons burden, and has a Gentlemen's cabin, some 10 airy state rooms, with 3 berths in each, and a first and second class cabin for emigrants, freight room for 2,200 bbls. bulk, and is fitted and furnished in the best manner. The paintings and decorations of her Gentlemen's cabin, are equal to any of our best steamboats, and reflect much credit upon the artist, Mr. J. Smith of this city. The engine is from the manufactory of Dennis, Wood & Russell, Auburn. The boat was built at Perrysburg during the past winter by Samuel Hubbell; she is owned by Messrs. Hollister and A. Pratt, is commanded by Capt. Pratt, late of the *Wayne*, and is destined for the Chicago trade. Daily Courier & Economist, July 21, 1843.

*Samson* (Propeller), aground, 12 Nov 1852. The prop. *Samson* it is feared will prove a total wreck, and at the last accounts the sea was breaking over her. She is owned by Mr. Sterling of Monroe, Michigan, and was loaded with flour, 800 of which was consigned to E. Weed & Co., and about 400 bbls. to Holley & Johnson, all of which was insured. She was towed into Erie by the stm. *Michigan*, on Sunday during the gale, and she had then thrown overboard some 500 bbls. flour, and she was down on her way from Erie, when driven on the beach. Buffalo Courier, November 20, 1852.

### **JAMES WOLCOTT**

1844, Maumee, Ohio, Daniel R. Stebbins

Wooden Side Wheel Steamer, 101'10" x 17'6" x 5', 84 + 12/95 Gross Tonnage

*J. Wolcott* (Steamboat), 1844. The *J. Wolcott* is the name of a small steamer built at Maumee City during the last winter and spring, by D. R. Stebbins, of that place. Buffalo Commercial Advertiser, June 17, 1844.

*J. Wolcott* (Steamboat), 10 Sep 1850. By virtue of a writ of "Venditioni Exponas," issued out of the District Court of the United States for the District of Michigan, I shall expose for sale at public auction, at the outer door of the U.S. District Court House, in the city of Detroit, on Wednesday, the 2nd day of October, 1850, at 12:00, noon, the Steamer *J. Wolcott*, her engine, machinery, boats, tackle, apparel and furniture. Chas. H. Knox, U. S. Marshal. By H. R. Mizner, Dep. U. S. M. Detroit Free Press, September 10, 1850.

Abandoned in 1852.

### **JOHN MARSHALL**

1844, Perrysburg, Ohio, Builder Unknown

Wooden Schooner, 108 Gross Tonnage

Detroit Free Press (Detroit, MI), Oct 25, 1844. The schooner *John Marshall* is a complete wreck, near Mexico Bay, east of Oswego. She had 50 Mormons on board from St. Lawrence County, all of whom were saved.

### **SAINT LOUIS**

1844, Perrysburg, Ohio, Samuel Hubbell

Wooden Side Wheel Steamer, 1 Mast, 190'1" x 27'5" x 12'4", 618 + 2/95 Gross Tonnage

*St. Louis* (Steamboat), 26 Apr 1844. THE STEAMBOAT, *St. Louis*. This boat, of which report speaks in the highest terms of commendation, was to leave Perrysburg for Buffalo yesterday. She may therefore be expected here this evening. The Maumee River Times says: If we mistake not she will be hailed at the several lake ports, as the most beautiful model, the finest finished and most convenient in her arrangements, of any boat that has made its appearance before her upon the waters. Her style of finish and accommodations, certainly surpass any of the floating palaces that we have seen before upon our lakes. She seems to have been built expressly for the comfort and convenience of the traveler, and her arrangements are most admirably adapted for that object. Her length is 192 feet, width, including guards, 48 feet 6 inches, breadth of beam 27 feet 2 inches, depth of hold 12 feet 6 inches. The length of dining cabin is 78 feet, breadth 17 feet, forward cabin, length 40 ft., breadth 17 ft., forward saloon 21 ft. She has 44 large state rooms some of which are furnished with folding doors to admit of being thrown into one room, for the accommodation of parties; she also has several family rooms with beds in them; there is a bathing room also attached; she has likewise two large cabins for the accommodation of emigrants, with a kitchen expressly for their use. She is capable of accommodating almost any number of passengers, and has room for 2,500 bbl. bulk. She is low pressure.

Capt. Samuel Hubbell is her master builder, Mr. Josiah Miller, master joiner and Mr. Jas. Smith, master painter. From her beauty of model and superior style of workmanship and finish, she reflects great credit upon the artisans who have been employed upon her. Particularly is her painter deserving of commendation, for the skilful manner in which her paintings are executed. They would not disgrace a Queen's parlor.

She is owned by the Messrs. Hollister of Perrysburg, and is designed to be placed in commission in the Upper Lake trade. Capt. Floyd, formerly of the Steamboat *Sandusky*, is her commander, as gallant and wholesome a tar as walks the quarter deck of any steamer upon our lakes. Buffalo Commercial Advertiser, July 24, 1844.

*St. Louis* (Steamboat), gale effects, 18 Oct 1844. Oct. 18 - Great Gale- Steamer *St. Louis*, Floyd, master, was caught in this storm off Dunkirk, during which she broke a shaft and sustained considerable injury to her light works. Much alarm and confusion prevailed on board, and it is believed three men and a boy were lost overboard. The boat finally worked her way, crippled as she was, and filled with a large number of passengers, in safety to Black Rock; her deliverance, under all the circumstances, was considered miraculous. Lake Disasters in 1844, Buffalo Commercial Advertiser, February 8, 1845.

*St. Louis* ran into a severe storm off Dunkirk, N. Y. The strain broke one of her shafts, while a huge wave broke over her and swept four passengers overboard. A jig and stay sail was hoisted to steady her and running only on one wheel, the Niagara River was finally reached after an all-night battle with wind and waves, the swift current of the river carried her downstream towards Black Rock. The Buffalo & Port Erie Steam Ferry went after the *St. Louis*, caught her and towed her to the landing at the foot of Ferry St. where she was moored.

On June 3, 1845 as the *St. Louis* was on her way from Buffalo to Milwaukee and Chicago her engine broke down off Thunder Bay, L. Huron. Humiliatingly enough, the helpless steamer was taken in tow by the brig *ROBERT HUNTER* and brought safely into port for repairs, insult added to injury, in the Winter of 1845-46 a huge ice-jam formed in Buffalo River causing a great deal of damage to the steamers moored there for the Winter; the *St. Louis* was especially badly battered and wrenched.

The *St. Louis* seemed to have more than her fair share of collisions On October 11, 1850 the propeller *Oneida* ran into her off Vermilion, Ohio, luckily last minute measures prevented what might have been a major accident. The damaged inflicted on the *St. Louis* amounted to less than 500 Dollars. Again on August 27, 1851 an assault was committed on the *St. Louis*. This time by the propeller *Rossiter* as she was coming into the harbor at Chicago. The *St. Louis* was so badly damaged that extensive repairs were required before she was again fit for service.

On November 7, 1852, carrying a full cargo of flour and rolling freight, the *St. Louis* was driven ashore at night one and one-half miles northeast of Cunningham's Island, Now Kelly's Island, Lake Erie, near Toledo. She became a total wreck; her passengers were taken off the Island Nov. 8, 1852 by the *Northern Indiana*. On November 27, 1852 the *London* brought parts of the engine of the *St. Louis* to Sandusky. The hull was burned later. Early American Steamers by Erik Hyle.

### **PRINCETON**

1845, Perrysburg, Ohio, Samuel Hubbell

Wooden Propeller, 3 Masts, 177'10" x 24'6" x 10'10", 455 + 73/95 Gross Tonnage

First Propeller on Lakes with an upper cabin. First 3 Masted Propeller on Lakes, which was later reduced to 1 Mast, First large Propeller on Lakes to have twin propellers. Machinery: two direct-acting horizontal engines; Cylinders: 24" diameter x 2' stroke; Boilers, two 6' x 14'; speed, 11 m.p.h. Metzler.

*Princeton* (Propeller), 1 Mar 1845. The *Princeton* - A prettier model than this vessel presents, we have never seen, and the builder deserves great credit not only for his work, but for having overcome certain prejudices that assailed him while building the *St. Louis*. He has made a vessel worthy of an artist, as far as water line goes, and we have no doubt she is excellent below.

The *Princeton*, built at Perrysburgh, has an upper deck cabin, with large and comfortable staterooms, and the dining room larger than most of our best steamboats, being more than 100 ft. in length. She has a steerage cabin, much more comfortable than the best cabin used to be a few years ago on board the steamboats, and she is able to berth more passengers both in steerage and upper cabin than any of our steamboats, except those of the largest class.

The *Princeton* has narrow guards, which enable her to give great cabin and passenger room, but we have fears these may be found not the thing in a gale of wind, with a heavy freight. The trial however, is worth making, and if it succeeds, the propellers will be quite as roomy, hereafter, as almost any of our steamboats.

On her way down, she made great speed, being under sail only, as her engines are not yet on board, and the supposition among seamen is that she will not only beat all the other propellers, but will hurry any of our steamboats.

Capt. Pratt, who is, we believe, interested in her, has made every arrangement to accommodate those who may sail with him, and when her two powerful engines are fitted up, we recommend to all our friends a visit to the boat and her commander, when they will see how well comfort and economy can be combined.

We shall speak more of this vessel at some future period. She is still too unfinished to touch upon many things that ought to be mentioned. This vessel belongs to the "Propeller Line" of the Messrs. Hollister & Co., and is a leviathan of her class. National Daily Pilot, April 9, 1845.

*Princeton* (Propeller), sunk, 20 Apr 1854. LOSS OF THE "*PRINCETON*" -- We find the following particulars of the loss of the propeller *Princeton* in the Cleveland Herald: On Saturday night the propeller *Princeton*, Capt. Woodward, running in the Detroit and Dunkirk Line, when three miles below Barcelona, and one mile from shore, sunk in 9 fathoms water. The propeller was laden with 200 tons of merchandise, half of which was for Detroit, and the remainder for Chicago and for points along the line of the Michigan central Road.

The vessel filled slowly until the water reached the upper deck, when she sank rapidly, tearing the deck from the hull, and leaving it floating. The crew had prepared a raft upon the ice, and had got upon it, and here they were found Friday forenoon, three miles from where the vessel sank; the raft and the ice having floated off.

As soon as the large hole in the bows of the propeller was discovered, the passengers, two men, their wives and two infant children were placed in the yawl, which, with the captain, pushed for shore to send aid. After working through the ice all night, they reached shore, and the captain telegraphed the propeller *Oswego*, Captain Vorce, at Dunkirk, which instantly fired up and proceeded to the wreck.

The *Oswego* took all the crew off their ice-supported raft, and picked up nearly one hundred packages of merchandise which had floated off the upper deck.

The *Princeton* was run on the Detroit River during the past winter as a ferry-boat for the Great Western Railway, and it is thought that the floating ice in the river so weakened her bows so easily to enable the ice in the lake to make an entrance through her forward plank. The *Princeton* was valued at \$10,000, and was insured for \$7,000. Buffalo Daily Republic, April 25, 1854.

#### **SCOTLAND US-22274**

1845, Perrysburg, Ohio, Builder Unknown

Wooden Schooner, 2 Masts, 97'3" x 23' x 9'2", 187 + 62/95 Gross Tonnage

*Scotland* (Schooner), 15 May 1845. A new class of vessels equal to the present capacity of the enlarged Welland Canal are making their appearance in our harbor. Among them we notice the schooner *Scotland*, Capt. Cochran, built at Perrysburg on Lake Erie during the last winter, for Messrs. Carrington & Pardee, of this village. She arrived here on the 15th with 7,000 bu. wheat from Milan, with which she passed the Welland Canal without the least obstruction. Daily National Pilot, Buffalo, June 3, 1845.

*Scotland* (Schooner), 22 Mar 1861. The schooner *Scotland*, the first sail vessel from Cleveland the present spring arrived at this port Wednesday evening, with a cargo of slate and marble, which was taken on at Buffalo last fall, but prevented from getting through by the close of navigation. Detroit Free Press, March 22, 1861.

*Scotland* (Schooner), aground, 1 Nov 1872. Schooner *Scotland*, with lumber, is reported ashore at Michigan City, and bids fair to go to pieces. Buffalo Commercial Advertiser, November 11, 1872. Total loss.

#### **SUPERIOR**

1845, Perrysburg, Ohio, Amos Pratt and Samuel Hubbell

Wooden Side Wheel Steamer, 1 Mast, 191' x 27'8" x 11'2", 567 + 17/95 Gross Tonnage

*Superior* (Steamboat), 12 Jul 1845. The new steamboat *Superior* was launched at Perrysburg on Saturday last. The dimensions of the *Superior* are as follows: Length of keel 184 ft. - Length of deck 195 ft. - Breadth of beam 27 ft. 8 in. - Extreme breadth 45 ft. - Depth of hold 11 ft. Burden 656 tons.

The model of the *Superior* is very beautiful, and she sits in the water as beautiful as she is modeled. It will be perceived by her dimensions, that she is of the largest class of boats, and we understand that it is the intention of her owners, to have her compare not only in size with the better class of boats but to have her workmanship and finish, compare with the best palaces that float the lakes. Indeed her workmanship thus far, shows, if we are any judge of mechanical skill and genius, (and her joiner work is progressing rapidly, most of it already being framed) that she will not be inferior to any boats that we have heretofore seen, if she be not "s u p e r i o r" to any that have before come under our observation. And there have been some splendid boats built at the foot of the rapids, too, within a few years past. This as anyone will acknowledge who is at all conversant with steamboat building upon the lakes. Let us enumerate a few, for instance. There are the *Chesapeake*, the *Wayne*, the *Perry*, the *Harrison*, the *St. Louis*, the *Troy*, the propellers *Samson* and *Princeton*, and we know not how many smaller boats, besides a large number of schooners and brigs, all of which have been built at Perrysburg and Maumee, all of which when they first dipped their prows into the water, would well compare in model, workmanship and finish, with any other craft of like size that has ever been brought in requisition upon our great inland seas.

But we are rather getting off the subject. We sat down barely to notice the launch of the *Superior*, Capt. Samuel Hubbell, is the master builder of this boat, as he has been of most of the other crack boats and propellers that have heretofore been built at Perrysburg, and Josiah Miller, Esq., is her master joiner, and when we say that her workmanship is under the superintendence of these gentlemen, no further guaranty need be assured, that everything about her will be done in a workman like manner. The *Superior* is owned by Capt. D. Wilkinson, who is to be her commander, and by his brother Judge Wilkinson, of this place. We learn that it is the intention of her owners, to place her in commission about the first of September. Maumee River Times, July 23, 1845.

*Superior* (Steamboat), aground, 30 Oct 1856. TERRIBLE CALAMITY - WRECK OF THE STEAMER SUPERIOR. 36 LIVES LOST. By the arrival of the propeller *General Taylor* at Detroit on Friday morning, from

Lake Superior, we have the intelligence of the total wreck of the steamer *Superior*, of the Chicago and Lake Superior Line, off the Pictured Rocks, on Lake Superior, and the loss of thirty-six lives! Below will be found the statement of Mr. A. J. Foster, a passenger on the ill-fated boat, as furnished to the Detroit Free Press.

We left the Sault on the morning of the 29th of October, at 7 o'clock, the weather looking favorable; 1 o'clock afternoon, wind blowing fresh from south-west. About 10 o'clock wind hauled to north-west and blew hard, making sea very fast. I was sitting in the cabin. She made a list over to leeward. Passengers all rushed out to windward, clinging to the rail. They all thought she was sinking. Capt. Jones came along and said, "Make yourselves easy, we will throw over the deck load." The wheelsman said the rudder was broken. Mr. Minter and myself got the ladies back into the cabin, and seated them on the floor, it being impossible for them to stand. I then went below, where they were throwing over the freight; remained there a few moments, and returned to the cabin. As I went up, noticed the smoke-pipes were gone. After the engine was stopped we attempted to get life-preservers for the ladies, and found them of no use. By this time she was drifting towards the rocks, as I could discern the outlines of the land. All was confusion, all trying to save themselves with doors, &c., waiting for her to strike. It was blowing very heavy, a sleety, chilly rain and snow. I noticed that Mr. Minter and sisters had got on the hurricane deck, and got hold of the life-boat. I helped my sister and a boy, Wm. Sissons, on to the hurricane deck. When we were on the way up, she struck, and her stern swung around. The sea struck her so hard that it threatened to throw over the boat.

I should think that we were about five minutes, when a heavy sea struck her and she gave a lurch, and her deck parted in the middle and fell in. A number of men rolled down. The deck parting drew my attention, and the first I saw of the boat, she was in the water. Supposing my sister was there, I jumped off the deck into the water, and found her. Mr. Minter and four sisters and some other persons had hold of the boat, a heavy sea capsized her, a piece of timber struck me on my head, knocking me senseless. When I came to, I found myself strangling. I reached out to grasp at something, and caught a rope. I crawled out of the water, and found it was the painter of the boat. When I got back, I found only one person having hold of the boat. The next sea threw me up in the drifting timber. I was so closely jammed among the timber and wreck; it was with great difficulty I extricated myself. I heard someone speak, and crawled upon the rocks; then I found Mr. Davis, mate, and the boy Sissons, who I had not seen since I jumped off the wreck; it was but a few moments. They were all ashore that were saved. During the night we heard someone hallooing, and thought it was someone ashore on another part of the beach; but, when daylight came, we discovered it to be persons on the wheels of the boat. They called for assistance. We could not give them any, and in a few hours all were washed off. The boy Sissons was deranged and we had considerable trouble from the time we went ashore until he died. I forgot to mention that as I was going up on the hurricane deck, I heard Captain Jones say, "Stick to the wreck." The officers of the boat did all they could to save the boat and passengers.

After daylight we tried everything, and in various ways, to make a fire, but all attempts failed. We then looked around for something to eat, but found nothing but a few wet crackers, cold cabbage and dried apples. But before this time we were looking among the rubbish and drift timber to find others, and found the bodies of Capt. Jones, Mrs. Bennett and daughter. We kept exercising ourselves during the day to keep from freezing, and at night made a shelter with mattresses and pieces of the wreck, and by that means passed the night. Sea still running high and wind blowing. Towards noon the second day, the wind lulling, and seas running down some, about 4 o'clock we launched the boat with considerable difficulty, owing to our exhausted state. Eight persons got in the boat, and landed one and a half miles distant on the beach. Davis and two others returning, we all got in, making 13, and pulled for Grand Island, wind blowing fresh out of the harbor, supposed to be six miles off. By the time it was dark we supposed we had got far enough. We landed after some examination for a landing place. We got ashore for the purpose of exercise to keep from freezing. Started again. The wind had increased, and we could not make headway against it, and returned to the place we had left. Then three of our men went off into the woods. Davis became alarmed for the boys. For fear of their freezing we concluded to start. We halloooed for the men, but they did not return. We supposed their chances on feet as good as ours were in a boat. We started, and found we could not reach Williams' house.

We made the island about half-way from the light-house to Williams', a rock shore, and, for fear of freezing, we wished to get on shore, and stamp around and get warm. After rowing about, looking for a place to get up the rocks, we landed and crawled up, and stamped about until morning. Could not see anything as it was quite dark, and we lost sight of the colored boy, and could not find him. When daylight appeared, all with the exception of the boy Sissons and two men, started to find the lighthouse, to get assistance. The snow was six inches deep, and it was very hard travelling. A part of them were some distance ahead and after travelling about three miles, met Captain Smith, the light-house keeper coming to our assistance.

He told me it was only a mile to the house, and he would go and get the men and boy. When he found that the boy Sissons was dead. He brought the two men along with him. We received all the attention in the power of Capt. Smith to give, and, as part of the men were able to walk, started for Williams' house, on the harbor side of the island, eight mile distant, to reach some boat or vessel.

We arrived at the light-house on Saturday, Nov. 1st, about noon. They all had gone across to Williams, up to the 7th, except Davis, Ganon and myself. We started and laid out that night without anything to eat; arrived at Williams' the next day about 10 o'clock. There had been no weather that a boat could go to the wreck until we arrived at Williams'. We got a boat, Mr. Davis, myself and five others started for the wreck, found everything washed away except the bodies of Capt. Jones and Mrs. Bennett. We started back. On our way, met the *General Taylor* coming to our assistance. We were taken on board, and found the remainder of the survivors. We received all the attention Capt. Ryder and officers of the boat could give us. Mr. Williams sent some men to bury the boy.

From The Marquette Journal, Nov. 8. The snow was falling fast during the night, rendering it intensely cold and slippery upon the deck, and so dark that it was impossible to discern anything. Capt. Jones in ascending upon the pilot house slipped and fell, bruising himself severely, yet he relaxed not his efforts in the least. At another time while standing near the gangway a heavy sea swept him overboard, but fortunately it returned and brought him back, but at length, alas, he met a watery grave. His body was found by the survivors, at daylight, having been washed ashore before the other bodies were. From this fact it was thought that he must have nearly reached it alive. Mr. Ernst, the porter, informs us that Capt. Jones came into the cabin where he was sitting and said "Boys, I want you to stick to the boat as long as there is anything left of her this is the fourth boat I have lost, but I shall not probably lose another. If any of you get ashore I want you to go and tell my mother that I did all I could to save the boat." That he did do all he could there is no doubt.

The 1st engineer, Mr. Stephen Coolahan, to whom we are indebted for most of the particulars given, informs us that it was with difficulty that he was saved. He went from the deck through the cabin and met the chambermaid, who asked him if he could not save her; he said he would see. They then went aft the wheel-house to the yawl boat, in which were seated two ladies. They managed to get it afloat, but it soon capsized in the surf, and all were lost except himself, and he hardly knew how he came on shore. Chas. Ernst, the porter, attempted to swim ashore, but was much bruised by the floating timbers, and at last the life-boat struck him on the head, injuring him severely, but he managed to grasp the boat and was washed ashore with several others.

The next morning nothing was visible but the wheels, which, being strongly made and anchored fast by the engine and heavy machinery had not been swept away. Upon these were seen clinging the bodies of seven men, among them the two clerks and the first saloon keeper. As they were but three or four rods from shore their cries could be heard distinctly calling to those on shore to come with the boats and save them. But this was impossible, as the surf beating on the rocks would have swamped a good boat instantly, and those that were washed ashore were almost like the steamer, a wreck. One by one they dropped off into the water until all were gone. The scene is described as painful beyond description, as the survivors were within speaking distance yet without the power to render assistance. The saved suffered extremely from cold and hunger, and all of them were more or less bruised. Three days they were weather-bound and not only this but rock-bound too, as the bluff at this point rises nearly three hundred feet, and almost perpendicular, presenting an impassable barrier.

At this time the sea subsided sufficiently for them to reach Grand Island. They patched up the boats and started, going part of the way on land and part on water. Two boys died on the way from exposure. The saved were obliged to subsist during this time upon such articles as chance threw on the shore - raw vegetables, raisins and flour being the principal articles.

It is certain that the number of the lost is 42, and it is more likely that there are others that our informant is not aware of, that would swell the number to 50. Buffalo Daily Republic, November 18, 1856.

### **TROY**

1845, Maumee, Ohio, Frederick Nelson Jones

Wooden Side Wheel Steamer, 1 Mast, 182' 6" x 27' 6" x 11' 4 +1/2", 546 + 47/95 Gross Tonnage

*Troy* (Steamboat), 26 Apr 1845. We learn from the Maumee City Times, that the "large, staunch steamboat *Troy*," was launched at Maumee City on the 26th inst. She was built by Messrs. Atwood, Clark and others, but her dimensions and tonnage are not given. Daily National Pilot, Buffalo, April 30, 1845.

*Troy* (Steamboat), burst boiler, 25 Mar 1850. Steamer *TROY*, burst her boiler going into Niagara, 12 persons killed, and two drowned, and 6 badly scalded. Casualty List for 1850, Erik Hyle's private papers.

*Troy* (Steamboat), sunk, 4 Mar 1860. Steamer *TROY*, broke adrift in Goderich Harbor by a freshet, and carried out into the Lake, where she sank about two miles off shore. Total loss. Property loss \$5,000. Buffalo Morning Express, March 11, 1861. (Casualty list, 1860).

**GLOBE** US-39339

1846, Toledo, Ohio, Samuel Hubbell and Daniel R. Stebbins  
Wooden Propeller, 1 Mast, 143'11" x 24' x 9'7", 313 + 13/95 Gross Tonnage

Propeller 1846-1863, Barge 1863-1873

*Globe* (Propeller), 1 Apr 1846. LAUNCH. We learn from the Maumee Times of the 4th. inst., that the new propeller building at that place by Messrs. Spencer & Moore and W. B. Dix., was launched on the 1st of April. The Times says she is a very pretty craft, and is beautifully modeled. Capt. H. Hubbell, the builder, the builder of the *Samson*, *Princeton*, *Superior*, &c., is her master builder, and her joiner work is under the superintendence of D. Taylor, Esq. This propeller is about 350 tons burthen and will draw some five and a half feet of water, when loaded. She is intended to be fitted out with good commodious cabins, for the accommodation of a large number of passengers. Her owners have not yet selected a name for her. Daily National Pilot, Buffalo, April 9, 1846.

*Globe* (Propeller), sunk, 25 Oct 1849. MARINE DISASTER - PROPELLER *GLOBE* SUNK - The propeller *Globe* left here last night for the west, heavily laden with merchandise. After proceeding some ten or twelve miles on her journey, she sprung a leak and was with difficulty kept afloat until the steamer *Atlantic*, bound west, came along side, when she was towed near Point Abino, where she sank in 16 feet of water. No lives were lost. The value of the merchandise on board is variously estimated, but was certainly not less than \$100,000, pretty much all of which, we understand, is insured in New York. The propeller is owned by Wm. B. Dix & Co. and Spencer Moores of Maumee, and is insured for \$15,000---\$5,000 of which was taken by the Buffalo Mutual, \$5,000 by the Columbus Co., and \$5,000 by the North Western Co. The cause of the disaster has not been ascertained. By some it is thought that one of her buckets got out of order and wore a hole through her stern, but this is mere surmise. Captain Dorr, of the Buffalo Mutual left here about noon with the propeller *Manhattan* for the purpose of raising the *Globe* and removing her cargo. Buffalo Commercial Advertiser, October 26, 1849.

*Globe* (Propeller), fire, 12 Aug 1863. TOOK FIRE AND BURNED TO THE WATER'S EDGE. The propeller *Globe*, which has been plying the present season between Saginaw and Buffalo, took fire on Wednesday morning near the Charity Islands, on Saginaw Bay, and burned to the water's edge, after sinking in four fathoms of water. She was owned by Myron Williams, of Vicksburg, St. Clair River, and was insured for \$6,000, as we learn from a creditable source. During the present season she has underwent extensive repairs, besides receiving a new boiler. The *Globe* was built at Maumee City during the winter of 1846, and was first commanded by Capt. Chas. H. Ludlow, who plied with her between Buffalo and Toledo, and at that period was considered the finest of her class. She met with serious disasters on some two or three occasions, but has finally met her last. Detroit Free Press, August 15, 1863.

October 21, 1873 at Pigeon Bay near Pt. Pelee, Lake Erie. Under tow of the steamer *T. U. Bradbury*, she broke loose in a gale and was driven ashore, a total loss, along with her tow mate David Morris. Owned by Parks and King of Saginaw. Had many serious disasters in her career. One sinking at Buffalo in 1849 resulted in a loss of over \$100,000. Burned and sank on Saginaw Bay near Big Charity Island Aug 12, 1863. Salvaged in July of 1867 and converted to a barge. Sold Canadian in 1856, Canadian registry 1856-60, wrecked on Lake Superior in 1860, recovered by US parties and returned to an American bottom. Swayze.

**IRELAND**

1846, Maumee, Ohio, Arnold and Pitt  
Wooden Schooner, 2 Masts, 105' x 24'5" x 8'10", 205 + 7/95 Gross Tonnage

*Ireland* (Schooner), 2 May 1846. LAUNCH OF THE "*IRELAND*." This new schooner which has been building in this place this spring, was launched on Saturday last. The *Ireland*, as we have before mentioned, is of about 250 tons burthen, and is building by Messrs., Pitt & Arnold, for a house in Oswego. She will be completed so as to be placed in commission in the course of a couple of weeks. Maumee Times of May 9, 1846.

*Ireland* (Schooner), aground, 16 Nov 1854. SCHOONER *IRELAND* - The schooner *Ireland*, bound from Toledo to this port with a cargo of corn consigned to S. K. Worthington, went on to the reef near Wind Mill Point during Thursday night, as soon as the position of the vessel was known, her anchors were let go, and the Captain and crew fearing that the vessel would be lost and their lives in danger, took to their boat and reached port yesterday morning at 3 o'clock. The wind blew so violently all day yesterday that it was impossible for a tug to go to her assistance. Last evening, however, the gale abated and a tug was sent out. The Captain states that the night was foggy and he took the light on the pier to be several miles distant, and fearing that he might run on the sunken steamer *Alabama*, which he was not aware had been removed, kept too far out and went on to the reef. He fears that the vessel is badly injured by pounding. The Democracy, Buffalo, November 18, 1854.



The schooner *Ireland*, which went ashore on the reef opposite the lighthouse at this port, some four weeks since, with a cargo of corn, went to pieces in the storm of Tuesday night. Not a vestige of her was to be seen yesterday. The Democracy, Buffalo, December 7, 1854.

**ALVIN BRONSON** US-399

1847, Maumee, Ohio, Charles V. Jenison

Wooden Schooner, 2 Masts, 118'6" x 25'2+3/4" x 10'6", 288 + 30/95 Gross Tonnage

*Alvin Bronson* (Schooner), 5 May 1847. LAUNCH. On Wednesday last the schooner *Alvin Bronson*, was launched at this place. The *Bronson* is of about 300 tons burthen, 110 feet keel, 10 feet hold, and about 4 feet 6 inches draught of water. The *Bronson* is building by Messrs. Spencer & Moore, and Smith, Bronson, &c., Charles Jennison, Master Builder. Capt. A. Gillmore is to command the *Bronson*. Maumee Times, May 12, 1847.

*Alvin Bronson* (Schooner), leak &c., 16 Sep 1887. Racine --The schooner *Alvin Bronson*, laden with railroad ties, and bound for Chicago, sprung a leak in the lake Friday night. Her mainmast was carried away and part of her running gear. She came to anchor in the bay, and barely missed going on the beach. The life-saving crew and a tug managed to get her. She is part full of water. The crew of five men were completely exhausted. The Marine Record, Sept. 22, 1887.

*Alvin Bronson* (1847) – Lake Michigan – Schooner of 192 tons, mastered by O'Brien, April 29, 1888, 300 yards west of the north side entrance to the harbor of Port Sherman, Muskegon, Michigan, vessel \$1,500. Heden.

**ANDES** US-402

1847, Toledo, Ohio, J. P. Arnold

Wooden Brigatine, 2 Masts, 129'6" x 24'2" x 9'2", 268 + 19/95 Gross Tonnage

*Andes* (Brig), 10 Mar 1847. A SAIL - We have just examined the new vessel on the stocks near the steam mill, in this place, and obtained some particulars that will be interesting to some of our readers. Her length of keel is 122 feet, overall, 130 feet; Breadth of beam, 24 feet; Depth of hold, 9 feet 6 inches; Her measurement about 300 tons. She is named the *Andes*, and her rig, which is to be completed here, will be that of a Polacre Brig. The *Andes* is being built by J. P. Arnold, for Lewis & Beardsley, of Oswego, and Fitch & Co. of this place, to be commanded by Capt. Lester Peavy.

Her model is said, by good judges, to be admirable. It appears to us to combine about all the good points to be found in any vessel we have seen. Of the quality of timber we claim to know something, and we can testify strongly in favor of that put into the *Andes*. It would make a Connecticut or Kennebeck river ship-architect envious to look at the long, clear, hard plank that covers this vessel. Most of the plank are of the species of white oak, known by some as burroak -- now becoming much sought after for ship building, and found here in great abundance.

Mr. Arnold built the *Ireland*, which left this river last spring, and has been justly admired for its superior build, and admirable arrangement. His reputation will, we trust, be increased by this new product of his science and skill. The *Andes* is intended to do business between Toledo and Oswego. Toledo Blade, March 10, 1847.

*Andes* (Brig), collision, 1 Jun 1857. COLLISIONS -- The schooners *Andes* and *Handy Warner*, the former bound for Chicago, and the latter for Buffalo, collided about four miles from Beaver Island on Monday last. The *Andes* was beating up against a head wind, when the *Warner* struck her. The blow stove in the hull of the *Andes* so that she immediately commenced leaking. Her captain made for Beaver harbor, which place he reached, when she immediately sunk in 14 feet of water. The damage sustained by the *Warner* we were unable to learn. The captain of the *Andes* proceeded to Buffalo to procure a steam pump. Detroit Adv., June 8, 1857.

The brig *Andes* which was dismasted a few days since in Lake Erie, and after being towed into Cleveland, will be towed to Detroit for general repairs. Besides losing nearly all of her outfit, the *Andes* was sprung in her hull. Detroit Post, July 15, 1867. Converted to schooner rig.

October 24, 1868 off Madison, Ohio, Lake Erie. Bound Detroit for Buffalo, she sprung a leak and quickly sank in deep water. Her crew were saved. Swayze.

**G. P. GRIFFITH**

1847, Maumee, Ohio, Daniel R. Stebbins

Wooden Side Wheeler, 1 Mast, 193'3" x 28'1+ 1/2" x 11'3", 587 + 41/95 Gross Tonnage

*G. P. Griffith* (Steamboat), 18 Oct 1847. The new steamer *G. P. Griffith* is a handsome and substantial vessel, owned by Sears & Griffith of this city and S. P. Newell of Monroe, Mich. She has been built and decorated with the express design of being as she is an exceedingly neat, comfortable, substantial and safe vessel. Her draught is exceedingly light, being only six feet when she has a full complement of wood and water on board and it is expected not to be more than seven feet when she has a full cargo. She was built of red elm, which is more durable than oak and exceedingly light, also holding a spike remarkably well. The hull was built at Maumee, and is strengthened by heavy diamond work extending from stem to stern and attached to the keelson, thus giving extraordinary strength to the sides.

Her engine was made at Cleveland encased in wood, thus effecting a great saving of heat by preventing the atmosphere from condensing the steam. By means of an iron casing or "water jacket" a sheet of water is kept constantly around the smoke pipe. Around the iron is another apparatus termed an "air jacket." By means of these nearly the whole vessel will be kept cool, the heated air being carried off.

The upper cabin is 152 feet long and 13 wide. The painting is by McNeil & Burns. The imitation of worsted damask would deceive the best judges. This cabin is decorated with 20 views of American scenery. The furniture and style are neat and appropriate without being costly; meanwhile side tables are hung upon the sides. This we believe new. The colors used are blue, gold and white. The cabin contains 56 state rooms, several of which are double and connected with a separate parlor, and are furnished with double beds, French bedsteads and tapestry, sofas, &c. The exterior of the vessel is entirely white except the guard fenders. Captain A. T. Kingman is in command; Mr. Marsh, first officer; Mr. Stebbins, part owner, Engineer; Chas Walker, Clerk, and S. P. Wormley, Steward. Buffalo Commercial Advertiser, May 3, 1848.

Burning of the *G. P. Griffith*. The fine steamer *G. P. Griffith* took fire on Lake Erie, about twenty miles below Cleveland, and was burnt to the water's edge, on June 17, 1850. The passengers were all in their berths when the alarm of fire was given, about three o'clock in the morning. The day had just begun to dawn, and the shore was in sight. At first very little alarm was felt on board, as the boat was rapidly approaching the shore, to which her head had been directed. But alas, the prospect of speedy deliverance soon vanished, and every heart was chilled with terror when the steamer, while yet half a mile from land, struck on a sand-bar and became immovable. "Then rose from sea to sky the wild farewell, then shrieked the timid, and stood still the brave."

Many of the passengers then plunged madly into the lake, and few of these were saved. The scene on the burning vessel is represented as one which would have agonized any spectator who had no personal interest in the event. What must it have been to those whose lives, and lives even dearer than their own, were subject to the contingencies of a moment? The consternation of all on board may be estimated from the fact that scarcely any of the survivors were able to give a lucid account of the catastrophe. There were three hundred and twenty-six persons on the boat; of these, only about thirty, who were able to swim ashore, were saved. Every child perished, and every woman except one, the wife of the barber. One of the passengers, a Mr. Parkes, had secured a piece of the wreck, which was barely sufficient to support him on the surface, and he was reduced to the horrible necessity of pushing others away when they attempted to sustain themselves on the same fragment. He saw scores of people sinking around him, and heard many a voice exclaiming in piteous accents, "Save me! Save me!" But who can be humane at such a moment? Who can feel pity for others, when his own life is exposed to the most imminent peril? Mr. Parkes says that for a moment he felt like "giving up," and dying with his fellow passengers. But the instinct of self preservation was too strong for the emotions of sympathy. Soon he found himself almost solitary on the bosom of the lake. Most of the struggling people had disappeared, their wild supplications for aid had ceased and nothing was heard except the sullen sound of the waters as they beat against the charred hull of the steamer.

One of the passengers gives the following account of his escape. He was aroused from his slumber by the cries of fire and the screams of women and children. When he reached the deck he found that the boat was about three miles from land. The second mate gave orders for the boat to be steered towards the shore. She reached the bar half a mile from land, before the flames had made much progress; but as soon as the steamer grounded on that bar, the fire spread with appalling rapidity. One of the officers directed the passengers to save themselves, but did not point out any means of escape. Many of the passengers threw themselves overboard. The narrator says they leaped out of the boat in crowds, twenty at a time. The Captain remained on the upper deck, near his state room, forward of the wheelhouse. When nearly all the passengers had jumped overboard to escape from the flames, the Captain threw his mother, his wife and child, and the barber's wife into the lake, and then plunged in himself. He remained a moment on the surface with his wife in his arms, and then both sunk together. The passenger who tells this story saved himself on a small piece of plank, supported by which he contrived to reach the shore.

The books of the boat were lost; therefore the names of very few of the victims can be given. But it is known that the loss of life was greater than in any previous disaster on the lake, except only in the case of the steamer *t*. One hundred and fifty-four dead bodies were recovered, and probably from thirty to fifty more remained at the bottom of

the lake. The scene on the shore, after the awful tragedy was finished, was melancholy in the extreme. One hundred and fifty dead bodies were strewn along the beach. Boats had been employed in dragging for them at the spot where the wreck lay. A long trench was dug on the shore, and here the greater number of the dead were interred, unshrouded and uncoffined, and many of them unknown.

List of Killed.—William Daley; Capt. C. C. Roby, wife, mother and two children; Mrs. Wilkinson; Horace Palmer; Richard Palmer; Charles Brown; Theodore Oilman; Richard Mann; W. P. Tinkham and his two children; Daniel, a colored waiter; Hugh McLair; George Wilmen; P. Keeler; Mrs. Heth and Francis Heth and their four children; M. June; W. Tillman; A Ferguson; J. R. Manson; Thomas Wild; an unknown man, on whose person was found one thousand one hundred and sixty dollars; J. Marsh; another stranger, whose clothes were marked with the initials F. P.; Francis Huile; a great many English, Irish, and German emigrants, of whom only one, Robert Hall, was saved. Mr. Hall lost his wife and four children, his mother, two sisters and two brothers; Mrs. Walker and child; Selina Moony; and others not identified.

Henry Wilkinson, the clerk of the *Griffith*, swam ashore by supporting his chin on a piece of firewood. When about to leave the wreck, he first threw his mother and little niece overboard, and endeavored to save them, but was unable to do so, being nearly drowned in the attempt. Lloyd's Steamboat Directory and Disasters on the Western Waters, 17 Jun 1850.

### **PEARL**

1847, Toledo, Ohio, John P. Arnold

Wooden Schooner, 2 Masts, 106'9" x 20'8" x 8'7", 151 + 4/95 Gross Tonnage

*Pearl* (Schooner), 27 Oct 1847. SCHOONER *PEARL*. This is the name of a fine craft of 100 feet keel, 10 feet beam, and 8 feet 6 inches hold, just launched at Toledo, and owned by Messrs. Lewis, Beardsley and Fitch. Cleveland Weekly Herald, October 27, 1847.

*Pearl* (Schooner), aground, 21 Nov 1855. We learn by a despatch just received by Capt. Dobbins, that the schooner *Pearl*, from Chicago to this port, is a total wreck on a shoal off East Sister. The captain and crew have arrived at Detroit. Buffalo Daily Republic, November 22, 1855. Total loss.

### **ROBERT HOLLISTER**

1847, Perrysburg, Ohio, Charles G. Keeler

Wooden Brigantine, 2 Masts, 119'4" x 26' x 9'7", 272 + 7/95 Gross Tonnage

*Robert Hollister* (Brig), struck pier, 14 Apr 1853. DISASTER. The Chicago Press, of the 15th, says-- The brig *Robert Hollister* from Grand River, while entering the harbor, yesterday morning, struck the north pier near the light house. The sea was running high and the wind blowing a gale at the time. Two schooners were coming in at the same moment, and the brig being close hauled to avoid running into them, she broached to and gave the pier a hard bump. The vessel had her bulwarks on her starboard bow stove in even with the deck, broke off two of her stanchions, and injured some of her head-rigging. Buffalo Daily Republic, April 18, 1853.

October 1865 near Chicago, Lake Michigan. Driven ashore and became a total loss. Owned by H. D. Braddock & Co, Chicago. Rebuilt 1861. Swayze.

### **ALBION**

1848, Maumee City, Ohio, Daniel Mason

Wooden Side Wheel Steamer, 106' x 18' x 6', 115 + 17/95 Gross Tonnage

*Albion* (Steamboat), 11 Apr 1853. Detroit, Mount Clemens and Ashley. The steamboat *ALBION*, having been thoroughly overhauled and refitted, for the accommodation of passengers, will run during the ensuing season between Detroit and the above ports, as follows: Will leave Detroit at 9:00 A.M. for Mount Clemens, on Tuesday, Thursday and Saturdays, touching at Ashley, on her way up, Tuesday and Saturdays.

Will leave Mt. Clemens, for Detroit, at (:00, A.M. Monday, Wednesday and Friday, touching on her way down, at Ashley, on Monday and Fridays).

For freight or passage apply on board, or to Kercheval & Collins. Detroit Free Press, April 11, 1853.

August 28, 1861, Wrecked Detroit River, Sandwich Pt., Windsor, Ontario. May 27, 1863, Rebuilt as barge. In 1865 Machinery transferred to *Heather Bell*. Metzler.

## **DEFIANCE**

1848, Perrysburg, Ohio, Captain Roby and Thompson  
Wooden Schooner, 2 Masts, 114'6" x 25'6" x 9'9", 253 + 53/95

*Defiance* (Schooner), 23 Mar 1848. The schooner *Defiance* was launched on Thursday last, tonnage 250 tons, length 115 feet, beam 25 and a half feet, draws three feet of water. The *Defiance* was built by our enterprising fellow citizens, Messrs. Roby & Thompson, and will be ready for the lake about the middle of April. She is intended expressly for the Maumee River trade, and will be commanded by Capt. W. W. Wilkison, a native of this valley, and an experienced, energetic and trusty lake seaman. Fort Meigs Reveille, April 3, 1848.

*Defiance* (Schooner), burnt, 4 Dec 1849. The schooner *Defiance* came near being consumed by fire on Tuesday night last, at Perrysburgh. The cabins were fired, and blankets placed over the hatches to prevent discovery. All the inside work of the cabin was consumed. The fire was detected by the explosion of some substance in the cabin, and the citizens were enabled to extinguish it before it had consumed the hull of the vessel. Buffalo Commercial Advertiser, December 11, 1849.

*Defiance* (Schooner), sunk by collision, 20 Oct 1854. LOSS OF THE SCHOONER *DEFIANCE*. We learn, from Capt. Ingrahm, of the schooner *Defiance*, that on Friday morning, about half past one o'clock, her was run into on Lake Huron, off Presqu' Isle, by what appeared to him to be a large three masted schooner, or a barque, with a white hull. It was quite foggy at the time, and he was unable to make out her name. Immediately after the collision, the *Defiance* was found to be sinking fast, and her boats were got ready, and the men had scarcely time to get into them when the schooner went down, bow first.

A telegraph from Detroit, yesterday, states that the vessel that ran into the *Defiance* was the brig *J. J. Audubon*, Capt. Gadsden, of Cleveland, and it was feared that she also had sunk. The crew of the *Defiance* succeeded in reaching an island, but, sometime afterwards, seeing a propeller coming along, they put out for her, and hailing the officer in charge, were heard and taken on board. It proved to be the propeller *Mayflower*. She brought down the crew. The *Defiance* was bound to this port, from Chicago, with 11,500 bushels corn, consigned to G. W. Rogers & Co. The cargo was insured. The *Defiance* was owned by H. C. Walker, of this city, and was insured for \$7,000 in the Buffalo Mutual.

The brig *J. J. Audubon* was a very fine vessel, built during the past spring, at Cleveland, and was owned by E. G. Merrick and Capt. Pierce. She was bound to Chicago with a cargo of railroad iron. The Democracy, Buffalo, October 26, 1854.

## **JOHN HOLLISTER**

### **OXFORD**

1848, Perrysburg, Ohio, Charles G. Keeler  
Wooden Side Wheel Steamer, 1 Mast, 132' x 20' x 8'8", 218 + 90/95 Gross Tonnage

*John Hollister* (Steamboat), 25 May 1850. The Toledo Blade, of May 25th has the following: THE *HOLLISTER*. No prettier boat of its size floats our waters, than the *John Hollister*. Her accommodations are equal to those of many of the larger boats, and in all her appointments, she is as near perfect as can be. Her speed is good. Her Captain is a very clever accommodating man and her crew all right. The *John Hollister* is a general favorite. Daily Queen City, Buffalo, May 29, 1850.

*Oxford* (Steamboat), 1854. The steamer formerly known as the *John Hollister* has become a British bottom, and her name has undergone a change. She is now called the *Oxford*. So says the Detroit Free Press.

### **ST. MARY (ST. MARYS)**

1848, Perrysburg, Ohio, Charles G. Keeler, also shown as Purvis and Jenison  
Wooden Schooner, 2 Masts, 114' x 25'2" x 9'8", 253 + 25/95 Gross Tonnage

*St. Mary* (Schooner), 15 May 1848. SCHOONER *ST. MARY*. This is the name of a schooner launched at Perrysburg, on Monday of last week. The Reveille says she was built by Messrs. Purvis & Jennison of that place, for Messrs. F. F. & J. Hollister, under the direction of Capt. Chas. G. Keeler, who is to command her. Her dimensions are as follows: Length 114 feet; breadth 25 feet; depth 10 feet and 230 tons burthen, and cost about \$12,000. Buffalo Commercial Advertiser, May 25, 1848.

September 7, 1860, off Winetka, Illinois, Lake Michigan. She foundered the same night and in the vicinity of the *Lady Elgin*, but was overlooked until a few weeks later when a body thought to be from the steamer was identified

as a member of her crew. Entire crew of 7 lost. Her lifeboat washed ashore just north of Chicago on the 23rd. Wreck located in 1995, in 120 feet of water. Swayze.

### **MINNESOTA**

1851, Maumee, Ohio, Frederick Nelson Jones

Wooden Side Wheel Steamer, 1 Mast, 235' x 30'10" x 10'8", 749 + 45/95 Gross Tonnage

*Minnesota* (Steamboat), 18 Feb 1851. STEAMER *MINNESOTA*. This new steamer made her appearance here yesterday afternoon. Her dimensions are as follows: Length of keel, 230 feet; breadth of beam, 31 feet; depth of hold 12 feet 6 inch, and is rated at 800 tons. She is a fine model, strongly built and is intended for the upper lake trade as a freight and emigrant passenger boat. She has great capacities for freight and will stow 5,000 bbls. flour. She is under the command of Capt. J. W. Brett, a competent seaman, and well qualified for the position. She is owned by Messrs Holt, Palmer & Co., of this city. Success to the boat and her enterprising owners. She leaves for Chicago on Monday evening. Buffalo Morning Express, April 26, 1851.

*Minnesota* (Steamboat), sunk, 28 Oct 1853. The steamer *Minnesota*, on her way from Chicago to Buffalo, with a cargo of wheat and corn, struck a rock beneath the surface of the river, 2 or 3 miles above Malden, on Thursday night, and sunk in about 4 fathoms water, leaving only her upper deck visible. What may be the extent of the damages to the boat and cargo, we have not learned, but we imagine it must be considerable. Efforts to raise her will be promptly made. The rock upon which she struck is well known to sailors on the lakes. We believe that no vessel has suffered injury, by running upon it, for several years past. Detroit Free Press, October 29, 1853.

*Minnesota* (Steamboat), 11 May 1854. The Detroit Inquirer says: The *Minnesota* has been taken to the dry dock at last. A 'jacket' was wrapped round her hull, and steam pumps kept flying, while the *Arrow* and *Mohawk*, on Saturday, placed themselves on each side, and towed her down from Belle Island to the dock. The Democracy, Buffalo, May 11, 1854.

*Minnesota* (Steamboat), 17 Jul 1861. The stm. *Minnesota*, the last of the old line of side-wheel steamers plying on the lakes, passed up yesterday afternoon for Chicago. She is due more than the ordinary notice of steamers, in honor of her age and past services. Detroit Free Press, July 17, 1861.

*Minnesota* (Steamboat), aground, 27 Sep 1861. *Minnesota* Steamer, cargo corn, broke her arches in a gale on Lake Michigan, was run ashore at Summer Island, entrance to Green Bay. Buffalo Commercial Advertiser, Jan. 22, 1862 Casualty List, 1861. Total loss.

### **BUCEPHALUS**

1852, Perrysburg, Ohio, Thomas J. Purvis and Samuel Hubbell

Wooden Propeller, 1 Mast, 169' x 28' x 11', 493 + 42/95 Gross Tonnage

*Bucephalus* (Propeller), 8 May 1852. A NEW PROPELLER. The fine propeller "*BUCEPHALUS*," Alexander, Master, came into port yesterday, with a large cargo from Perrysburgh, where she has been built during the last winter. Through the politeness of Capt. Alexander, we have her dimensions:--160 ft. keel, 28 ft. beam, 11 ft. hold, burden 500 tons. The engine is from the Buffalo Steam Engine Works, and is one of the best we have ever seen on a propeller, and is expected to drive her 12 miles the hour.

We understand she is owned by John Hollister, E. D. Peck, and Capt. Alexander. Running weekly between Perrysburg, Toledo and Buffalo. Buffalo Daily Courier, May 8, 1852.

*Bucephalus* (Propeller), sunk, 1 Jun 1854. PROPELLER *BUCEPHALUS* SUNK. By a telegraphic despatch, information was received on Saturday that this propeller had sunk in 10 feet water, near Lexington Pier, about 20 miles above Detroit, having, as is supposed, struck a rock. She will be got off without material damage, and a part of the cargo saved. She was loaded with flour and corn, for P. S. Marsh, of this city. Both the cargo and boat are insured. We also learn that the steamer *OCEAN* Saturday evening carried up a steam pump for the purpose of raising her. Buffalo Daily Courier, June 26, 1854.

*Bucephalus* (Propeller), sunk, 12 Nov 1854. LOSS OF THE *BUCEPHALUS*. The propeller *Bucephalus*, Capt. Alexander, cleared from Chicago, Nov. 7th. for this port with a cargo of 14,035 bu. corn, 55 kegs butter, and 39 bags of seed. From Milwaukee, 252 bbls. of flour, 264 bags of beans, 50 casks of ashes and 100 kegs of butter. She came on to Beaver Island, and there discharged a quantity of freight destined for that port. The gale on Lake Huron blowing so violently she was compelled to put into Presque Isle, where she laid until Sunday last, when she started out, bound down. During Sunday the gale increased in violence, and she foundered off Saginaw Bay, on Sunday night. The Captain, mates, engineer, and a part of the crew, fourteen in all, were saved in one of the life boats. The

cook, one wheelsman, the watchman and seven deck hands were lost. The vessel was owned by Holt, Palmer & Co., of this city, and Captain Alexander, and was insured for \$19,000. The cargo was also insured, but for what amount we could not ascertain. The *Bucephalus* was only three years old, and was considered a strong, seaworthy vessel. The Democracy, Buffalo, November 17, 1854.

*Bucephalus* (Propeller), sunk, 12 Nov 1854. WRECK OF THE PROP. *BUCEPHALUS*. TEN LIVES LOST. Further particulars and Interesting Statements of Capt. Alexander: We gave, yesterday morning, in our marine column, all the particulars that had reached us of the loss of the Propeller *Bucephalus* and a portion of the crew, and the rescue of the Captain, Mates, Engineers, and some of the deck hands, in the gale of Sunday last, on Lake Huron.

Capt. Alexander reached our city yesterday morning, and from him we obtain the following interesting statement of the loss of his vessel: The Propeller *Bucephalus* left Chicago, Saturday November 4th, at 4 o'clock P. M., with fourteen thousand and thirty-five bushels of corn, seed, butter, ashes, &c. and proceeded to Milwaukee to complete her cargo. After making the usual stop at Waukegan, Kenosha and Racine, the Propeller arrived at Milwaukee about 5 o'clock A.M. of the 5th, and at once began to take on the balance of her cargo. Having finished loading by 9 A.M. the same morning, and the wind and weather favorable, they left for Port Washington for wood.

Shortly after leaving, the wind increased in violence blowing from the South and by noon there was such a sea on that they could not lay at Port Washington pier, they backed off and came to anchor and lay till next day at 9 A.M. when the gale moderated, and they took on their wood and proceeded on their way calling at Sheboygan. The wind at this time was westerly. At 6 o'clock was on the course for Beaver Island with a fresh breeze from the North-west. At daylight on the 7th, made the Manitou with a strong increasing breeze.

Arrived at Beaver Island remained until the 8th, at noon for fuel when they left for Presque Isle. Arrived there on the morning of the 9th, but had to lay until Sunday the 12th at 11 A.M. when they left for Buffalo.

Shortly after leaving Presque Isle, the wind veered to the N.E. and it began to snow. At 3 P.M. the wind increased to a strong breeze, and at 5 it was blowing a gale. About this time the foremast gave way, and went over the side. At 6 o'clock the forward gangways were stove in by a heavy sea, and part of her deck load was washed overboard.

Everything had been secured, in anticipation of a severe gale, but it increase at such a fearful rate, that it was almost impossible to keep the vessel on her course. The heavy rolling of the boat shifted the corn in her hold, and made her unmanageable. The other two gangways on the lee side were now stove in, and the Capt. had to keep her before the wind to get the after one secure and thrown over a portion of her freight which was on deck, to trim the boat. The officers were unable to secure the two forward gangways, and all the freight on the deck was washed overboard.

The wind continued to increase in violence, accompanied with snow and hail, and after an attempt to keep her on her course proved unavailing, as the boat would not stir, they kept her before the wind as their only safety. About midnight the rudder unshipped, when the boat broached to. All the gangways were stove in, the guards around the stern torn up, and the boat filling with water. Shortly afterwards the fires were extinguished, and the boat fast going to pieces.

Capt. Alexander now finding that there was no hope of saving his vessel, ordered the three boats to be got ready for launching. The first boat was put in charge of Peter Shoemaker, formerly Second officer of the *Bucephalus* and in it Daniel Brown, Wheelsman; George Rupperaugh, Henry Worener, George Smith, Michael Stein, and Jacob Marks, deck hands. This boat was swung out preparatory to being let down, when one of the men in it cut the rope holding up the stern and all were thrown out and drowned.

The second boat was placed in charge of R. Stoddard, the First Mate, and with him A. H. Brown, Engineer, Wm. Peters, 2nd. Engineer, Samuel Chappell, Wheelsman Richard Sparks, Steward; Peter King, Fireman; Jack Rollinger, fireman; Mrs. Martha Midforth and Miss Emily Marble, passengers. This boat got clear of the wreck and put off heading against the wind. The night was so dark that it was impossible to tell where the nearest land lay. The crew, however, pulled nobly some fifteen miles and through good fortune made the land between two reefs, on either one of which had they struck, all on board would undoubtedly have perished, as the breakers were running mountains high. The men here built a large fire on the beach in hopes of attracting the attention of the third boat. They, however, were too far aft to see the light.

The third boat, one of Francis' metallic lifeboats was taken in charge by Captain Alexander. By the time this boat had been made ready, the propeller had sunk to her cabin-deck, and the boat becoming entangled under the ledge of the upper cabin, it was drawn down several feet under water. Through the exertion of the Second Officer, the boat was pushed off clear from the propeller, and came up. All in the boat now got out and hung over the side, while the Captain with a bucket bailed the boat clear, and again all got in. They then pulled against the wind, and in three

hours, or shortly before day-break, approached the beach, and came in sight of the fire that had been kindled by the crew of the second boat. Captain Alexander, knowing the coast to be very rocky, and the breakers running so high, suggested that they should keep out until day-break, when they would be able to make the shore in safety, and stating that the chances were, should they then attempt to land, that all would be lost. The men, however, were so benumbed with cold, that they insisted on pulling in, saying that they would rather endeavor to land, even if they should drown in the attempt, than stay out and perish before day-light came. The men were so urgent, that the captain had to consent. The first breaker was passed in safety. The second upset the boat, and all were thrown out. White, however, succeeded in getting hold of the painter, and righted the boat. The Captain was unable, at first, to reach up to the side of the boat, and allowed himself to sink and touch bottom, when he sprung up and caught hold of the rudder, and drew himself into the boat. Wm. Day also swam up to the boat and got in. Emmons and Gerhart had held on to the seat of the boat when it capsized, and came up again in it. The other two, Andrew Rector and John Webber, were drowned.

Those in the boat were left without oars for some time, but one happened to float by, and with its aid the boat was got in shallow water. The Captain and mate then got out and hauled the boat ashore. They landed near where the second boat had made the shore, which was found to be Birds Creek near Point aux Barques.

The crew and the three passengers, fourteen in all, were treated with the most humane kindness by the people at Point aux Barques, furnishing them with dry clothing, and everything was done for them which could be. The Captain here chartered a fishing boat and with it brought all of those rescued to Port Huron, running the distance 90 miles in nine hours; and from there came down to Detroit on the steamer *RUBY*.

The crew speak in the highest terms of praise of the conduct of Captain Alexander, on that trying occasion. The vessel sunk under the crew and the Captain was the last to leave her deck, which he did when the water had reached his waist, taking his chances for life in the smallest and poorest boat.

The propeller, as we stated yesterday, was owned by Holt, Palmer & Co., of this city and Captain Alexander, and was insured for \$19,000. She was valued at \$28,000.

The following is a list of those saved:

Captain S. Alexander, of Buffalo, R. Stoddard, 1st. Mate, of Buffalo  
John White, 2nd. Mate of Buffalo, A. H. Brown, Engineer, of Buffalo  
Wm. Peters, 2nd. Engineer, Buffalo, Samuel Chappell, Wheelsman, Buffalo  
Richard Sparks, Stewart, Buffalo, Peter King, Fireman, of Buffalo  
Jack Rollinger, Fireman, Buffalo, Anthony Gerhart, deck-hand, Buffalo  
Thadeus Emmons, Porter, Elyria, O., Wm. Day, Passenger, Troy, N.Y.  
Mrs. Martha Midforth, passenger, N.Y., Miss Emily Marble, Passenger, N.Y.

Lost

Peter Shoemaker, late 2nd. Mate, Perrysburg, Ohio  
Daniel Brown, Wheelsman, Beaver Island  
Anderson Rector, Cook, Colchester, C.W.  
John Webber, Deck-hand, Buffalo  
George Rupperaugh, Deck-hand, Buffalo  
Henry Worener, Deck-hand, Buffalo  
George Smith, Deck-hand, Buffalo  
Michael Stein, Deck-hand, Buffalo  
Jacob Marks, Deck-hand, Buffalo

One man, name not known, and who came on board at Port Washington, was missed over two hours before the first boat left, and, it is supposed, was washed overboard. The *Democracy*, Buffalo, November 18, 1854.

### **JAMES W. ROSS**

1852, Perrysburg, Ohio, Charles V. Jenison  
Wooden Schooner, 2 Masts, 76' x 18'4" x 5'8 + 1/2", 61 + 3/95 Gross Tonnage

*J. W. Ross* (Schooner), aground, 18 Sep 1854. THE SCHOONER *J. W. ROSS* -- The tug *Wm. Peck* succeeded in hauling off the schooner *J. W. Ross*, where she was ashore on Long Point, on Friday evening, and towed her into this port on Saturday morning. About two-thirds of her cargo, which consisted principally of corn, was damaged. A portion of the corn and her deck load of staves had been previously thrown overboard in the endeavor to get her off. The tug, in hauling off the *J. W. Ross*, broke all her hawsers, and was therefore unable to render the *Buckingham* any assistance. The *Democracy*, Buffalo, September 25, 1854.



*J. W. Ross* (Schooner), aground, 1 Oct 1856. The schooner *J. W. Ross*, ashore above the light house, will prove a total loss with the exception of her rigging, anchors, chains, etc. Her bottom is entirely stove to pieces, and she will not repay any attempt to get her off. Buffalo Daily Republic, Saturday, October 4, 1856.

*J. W. Ross* (Schooner), wreck, 30 July 1857. DROWNED. On Tuesday afternoon, between one and two o'clock, says the Express, a boy named Cornelius O'Sullivan, about 15 years of age, went with three others to the lake to bathe; they crossed the creek and selected as the spot for their ablutions the stone breakwater above the lighthouse, and near where a vessel went ashore last fall, the wreck of which still remains. O'Sullivan, with his companions, attempted to swim from the pier to the vessel and return, and while on the way back it is supposed was taken with cramp [as he was a good swimmer] and was drowned before he could be rescued. After a long search, the body was recovered. Buffalo Daily Republic, July 30, 1857.

#### **A. BUCKINGHAM**

1853, Perrysburg, Ohio, Abraham Gilmore  
Wooden Schooner, 2 Masts, 125' x 26'2" x 9'6", 286 + 11/95 Gross Tonnage

*A. Buckingham* (Schooner), aground, 1 Sep 1854. SCHOONER ASHORE---Several captains of vessels, who arrived on Saturday, report the schooner *A. Buckingham*, which was bound for Toledo with a cargo of salt, ashore on Long Point. The tug *W. Peck* left on Saturday evening for Grand River, and would make the attempt to pull her off. The Democracy, Buffalo, September 25, 1854.

October 15, 1870, 15 miles above Harrisville, Michigan, Lake Huron. The heavily-laden schooner sprang a leak in a storm and was turned to shore to try to save her. She sang in 20 feet of water, her crew abandoning in her yawl and later picked up by the tug *Sandusky*. It was thought that she could be raised, but no record of that occurring. Probably out of Cleveland. Swayze.

#### **DART US-6148**

1853, Perrysburg, Ohio, Charles V. Jenison  
Wooden Propeller Tug, 92'2" x 17'9" x 6'3", 96 + 44/95 Gross Tonnage

*Dart* (Propeller), 13 Apr 1858. TUG SALE. The tug *DART* of the Lake Navigation Company, 96 tons burthen, has been sold to Heber Squire of Detroit city, for \$4,000. Detroit Advertiser, May 5, 1858.

March 22, 1870 her engine removed, made a barge at Detroit. In 1877 burned at Sandwich, Ontario a total loss. GLMDB.

#### **YANKEE US-386**

1853, Toledo, Ohio, H. Howland  
Wooden Schooner, 2 Masts, 79' x 19' x 6'8", 97 + 22/95 Gross Tonnage

*Yankee* (Schooner), aground, 25 Oct 1856. LOSS OF THE *YANKEE* AND NARROW ESCAPE OF HER CREW. Last night, during the blow, which is the most dangerous one of the season, owing to the shifting of the wind, thereby producing a very rough, chop sea, the schooner *Yankee*, of Toledo, loaded with lumber, missed the harbor and drifted south as far as the foot of Madison Street. Her anchors were let go which held her until about six o'clock this morning, when one cable parted, and she dragged her other anchor and commenced pounding on the bottom. About nine o'clock this morning she went on the breakwater and the crew jumped and lashed themselves to the posts.

A small boat was launched into the outer basin, and four noble fellows, at imminent risk, pulled up to them and succeeded in taking off six. Another boat succeeded in picking off the other four. The whole crew were thoroughly benumbed, and stated that they could have held out but little longer. The men who went to their rescue are entitled to all praise, and had we their names we would give them in the largest capitals.

The vessel will prove a total wreck beyond all doubt as the crew state that she is very badly jammed, and cannot probably stand it much longer. Chicago Tribune, October 25, 1856.

#### **M. L. COLLINS US-16614**

1854, Toledo, Ohio, Charles V. Jenison  
Wooden Schooner, 2 Masts, 124' x 25' x "10'6", 301 + 17/95 Gross Tonnage

*M. L. Collins* (Schooner), 1 Oct 1854. NEW VESSEL. A new and beautiful clipper schooner is now lying at King's Dock, loading with grain for below. She is named *M. L. Collins*, is about 300 tons burthen, and is a handsome specimen of what Toledo mechanics can do. Toledo Blade, October 16, 1854.

April 22, 1893, on Waugoschance Point, Western Straits, Lake Michigan. Went aground in a gale and broke up before she could be released. Rebuilt and lengthened to canal size in 1876. Originally 116 feet. Major repair in 1884 after wrecking on Lake Michigan in November 1883. Swayze.

### **OAK**

1854, Toledo, Ohio, Builder Unknown

Wooden Scow Schooner, 2 Masts, 56'8" x 18'4" x 6', 52 + 83/95 Gross Tonnage

*Oak*, (Schooner), overboard, 15 Jun 1855. MAN LOST. The scow *Oak*, S. Morris, Master, which arrived yesterday, lost a man named James Bradley overboard, by jibing the mainsail, about four miles from the Buffalo Light-house. Bradley, we understand, was a resident of Cleveland. The Democracy, Buffalo, June 16, 1855.

*Oak* (Schooner), capsized, 20 Jul 1855. SCOW "OAK" LOST. On the 20th. inst., at 5 P.M., the scow *Oak*, of Fairport, Captain Cooper, with a load of staves bound for Buffalo, when opposite Avon Point, about a mile and a half from shore, sprung a leak, filled, and capsized on her beam ends. The crew, consisting of four men, clung to her quarter deck.

The sea, rolling heavy from the north east, drifted her towards shore. When about a mile from shore, her foremast broke away, and she righted. They had cut the yawl loose to make her float freer. About 8 o'clock in the evening she struck in five feet water.

Some persons on the shore, seeing the exhausted condition of the men, swam to them with a line, and saved them all.

The scow was driven up on the rocky bottom, and is stove in. She was insured. The Democracy, Buffalo, July 31, 1855.

The *Oak* was gotten off and repaired. Sold Canadian in 1860. Fate unknown.

### **L. B. GOLDSMITH US-15316**

1855, Toledo, Ohio, O. S. Bruce

Wooden Scow Schooner, 2 Masts, 87' x 21'6" x 6'6", 109 + 00/95 Gross Tonnage

October 24, 1859 - Ashore in snowstorm Point au Barques, Lake Huron; owned J. B. Scott, Detroit, released by tug *Reindeer*. 1860, May 2 Raised on May 2, 1860 and drydocked for repairs Detroit. Collision with the propeller *Iron City*, Detroit River, August 1862. Wrecked in 1869, no details. GMDB.

### **SEBASTOPOL US-22350**

1855, Toledo, Ohio, Abraham Gilmore

Wooden Scow Brig, 2 Masts, 100' x 23'6" x 7'2", 152 + 14/95 Gross Tonnage

*Sebastopol* (Schooner), aground, 1 Oct 1855. VESSELS ASHORE. The Chicago Tribune, of Wednesday, says: "We learn that the wind on last Friday morning was very heavy on the east shore of the lake, and blew a number of lumber vessels ashore. The *Liverpool* is a total loss at Grand Haven, and the following schooners are also ashore at the same place, but will be easily got off: *Falcon*; *Francis*; *Wm. Tell*; *Lady Jane*; *Two Charlie*. At Muskegon the brig *Sebastopol* and the schooner *Spencer* and *North Cape* are ashore, and the *Speed* is sunk in the river. They will also be got off without serious injury. Buffalo Daily Republic, Friday, November 2, 1855.

*Sebastopol* (Schooner), aground, 1 Nov 1856. The schooner *Sebastopol*, ashore ten miles to the northward of St. Joseph, and the schooner recently from New York, now ashore seven miles from the same port, were visited by Capt. Warren with the steam tug *Salvor*. He says the *Sebastopol* has two feet of water on her decks and can't be got off, having been abandoned. She had a cargo of 400 tons of coal for Chicago. The New York vessel is not much injured, but will probably have to lay there all winter. She had a cargo of machinery, goods, &c., for a gentleman of South Haven, by whom she had been chartered for two years at \$7,000 per annum. Chicago Tribune, December 5, 1856.

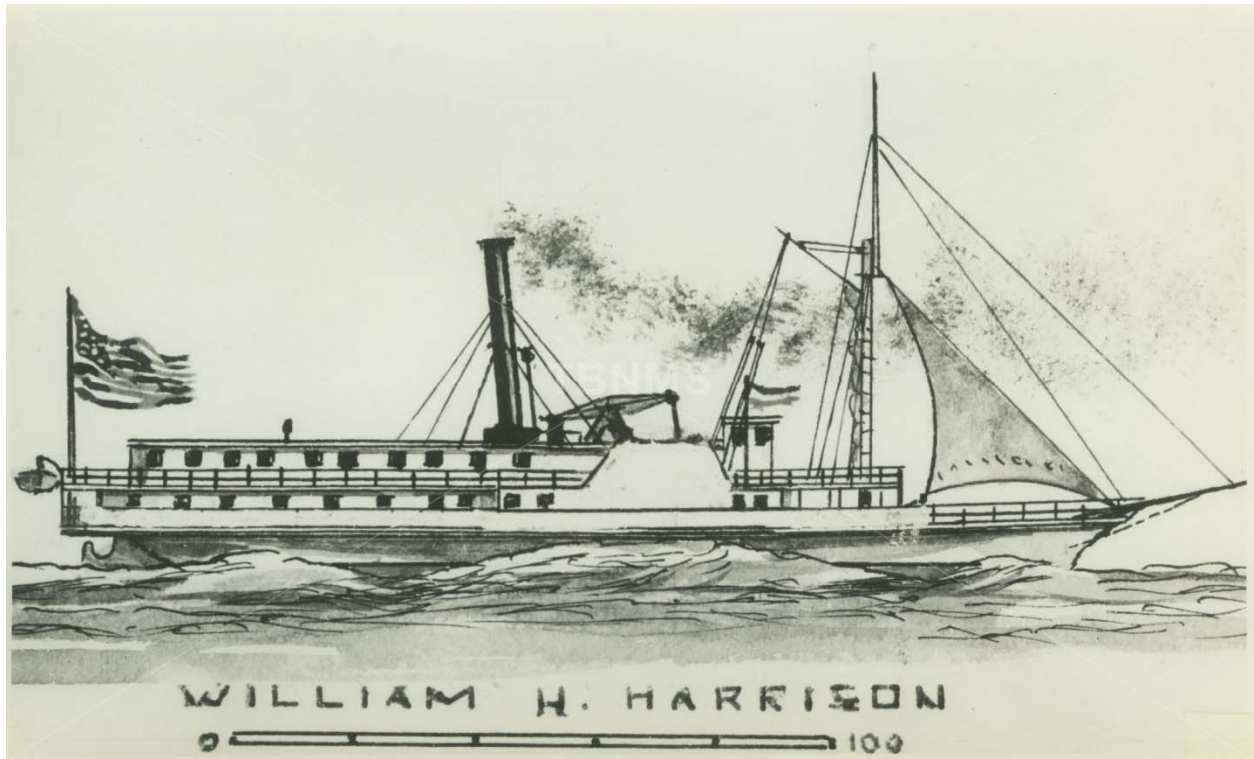
Week of November 7, 1865 at Little Sable Point, Michigan, Lake Michigan. Went ashore in a storm and "dashed in pieces." Swayze.

**SWAN**

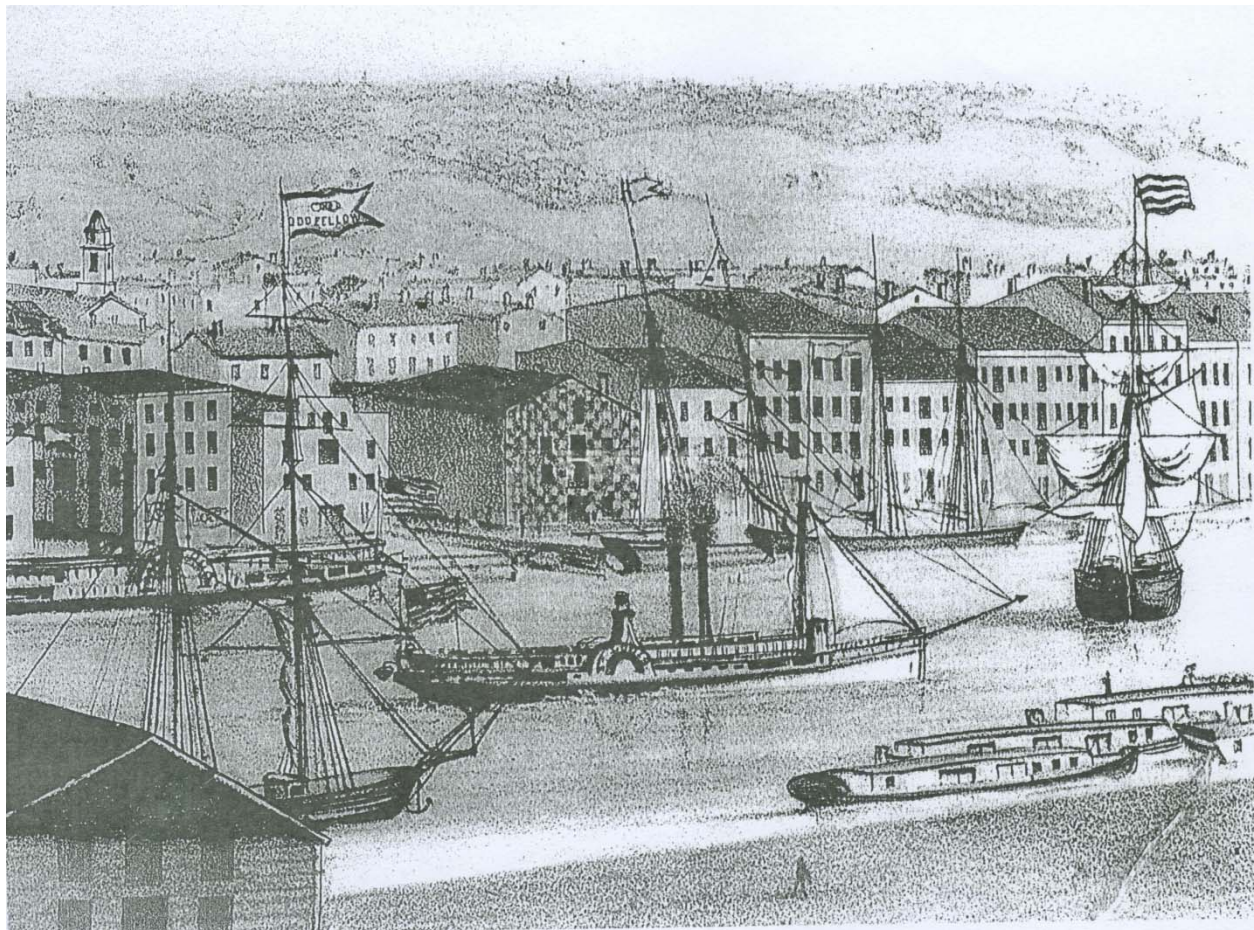
1855, Toledo, Ohio, Builder Unknown

Wooden Sloop, 1 Mast, 25' x 8' x 3'1", 2-3 + 5/95 Gross Tonnage

No further information.

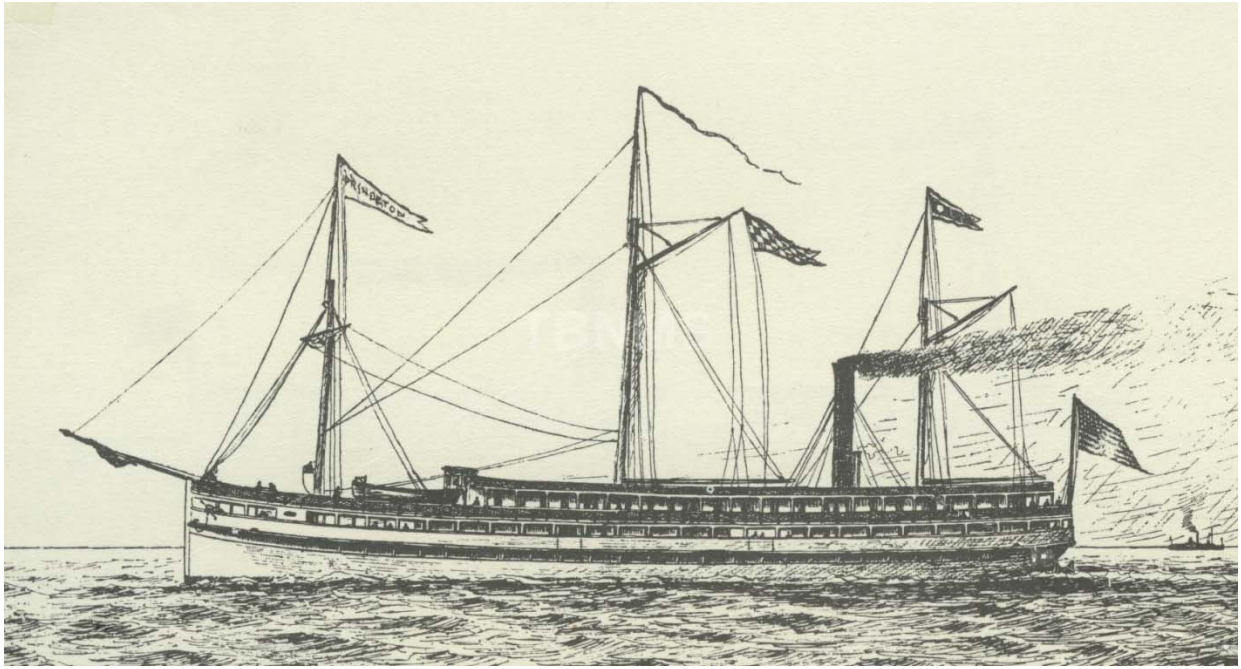


*William H. Harrison*, 1840, Maumee, Ohio, Frederick Nelson Jones

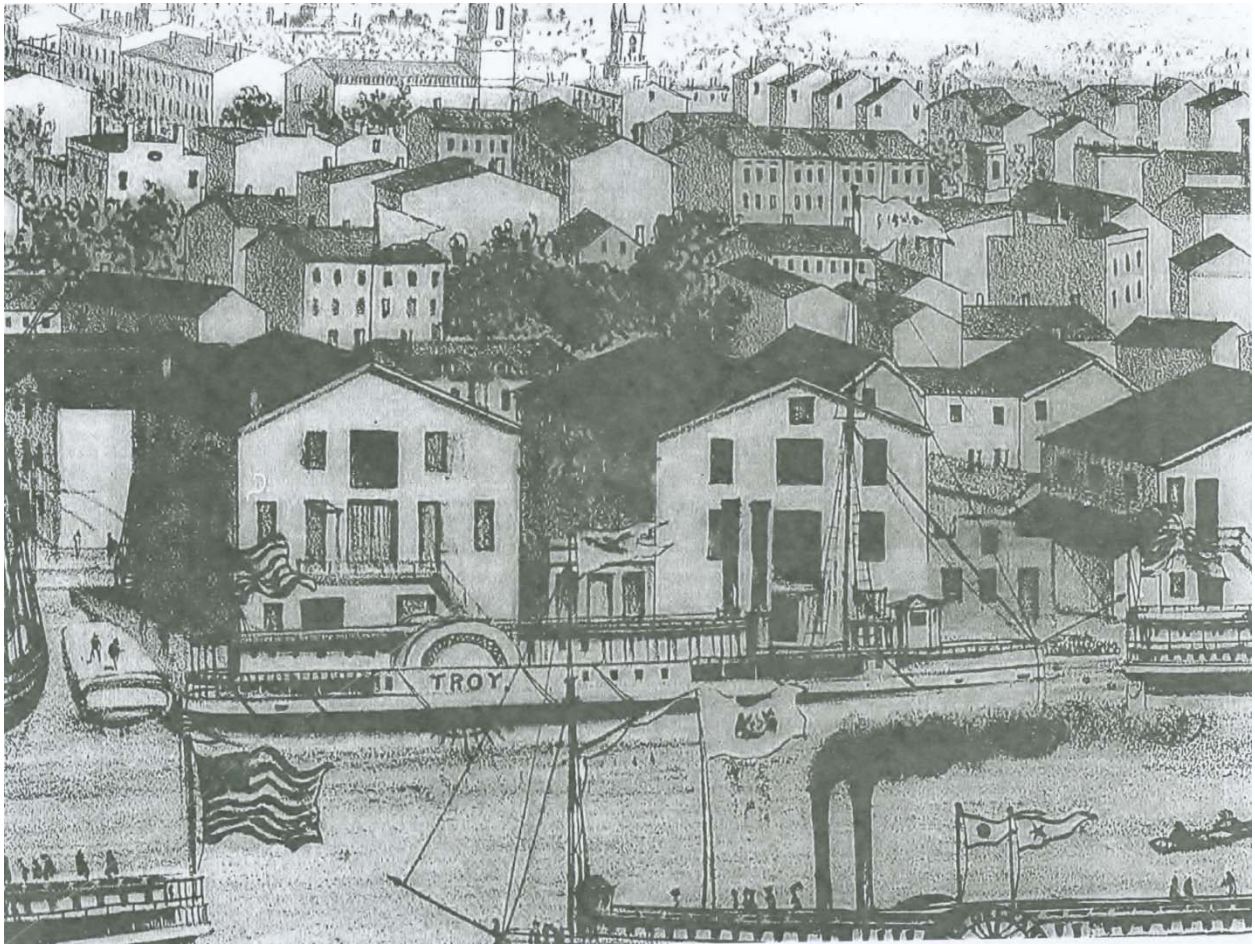


*Saint Louis*, 1844, Perrysburg, Ohio, Samuel Hubbell



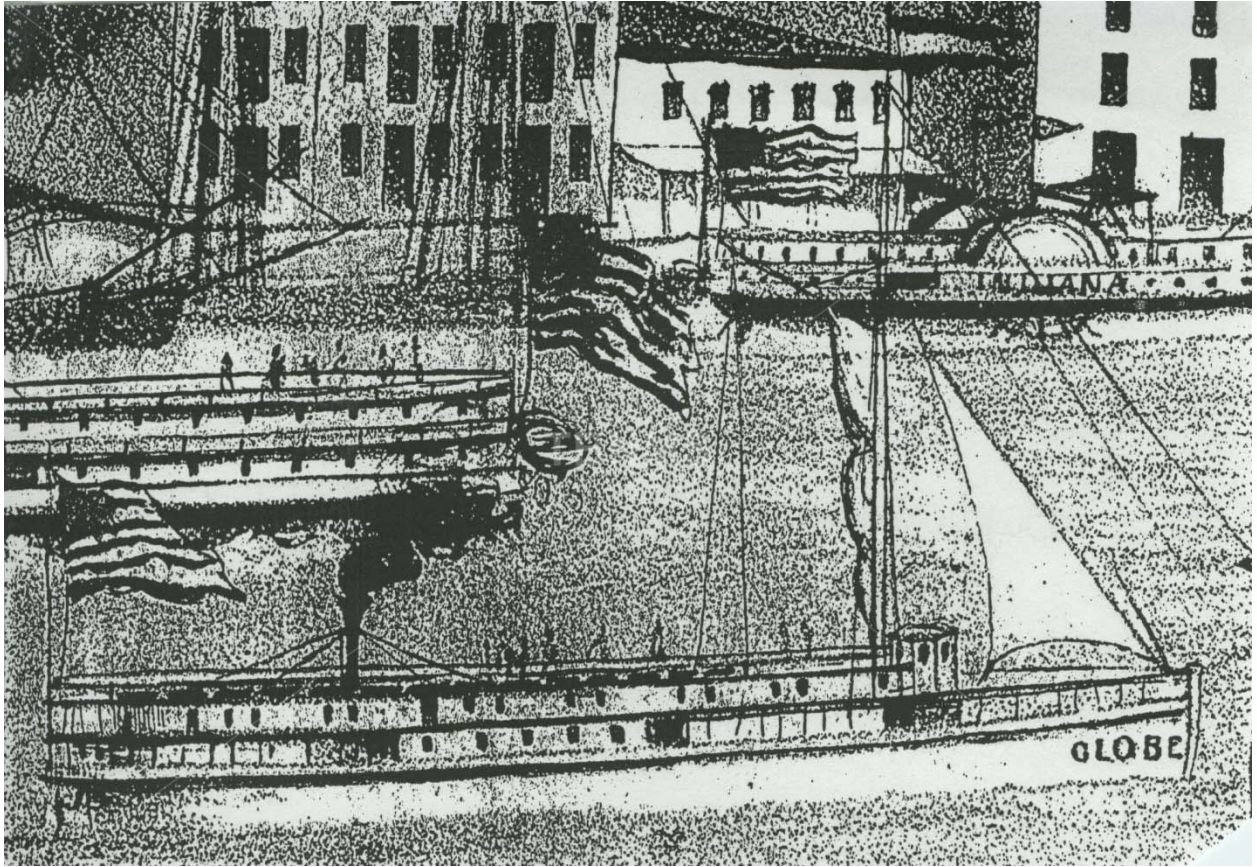


*Princeton*, 1845, Perrysburg, Ohio, Samuel Hubbell

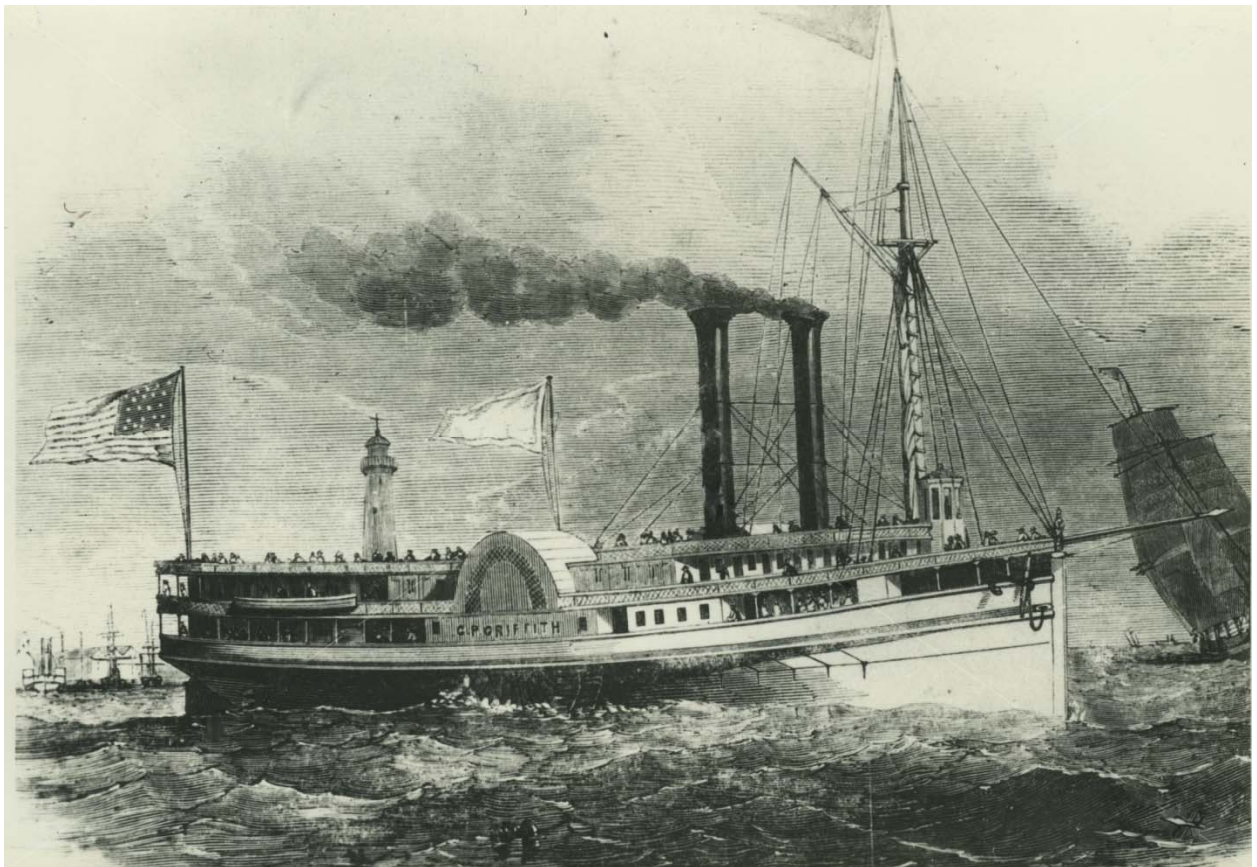


*Troy*, 1845, Maumee, Ohio, Fredrick Nelson Jones





*Globe*, 1846, Toledo, Ohio, Samuel Hubbell and Daniel R. Stebbins

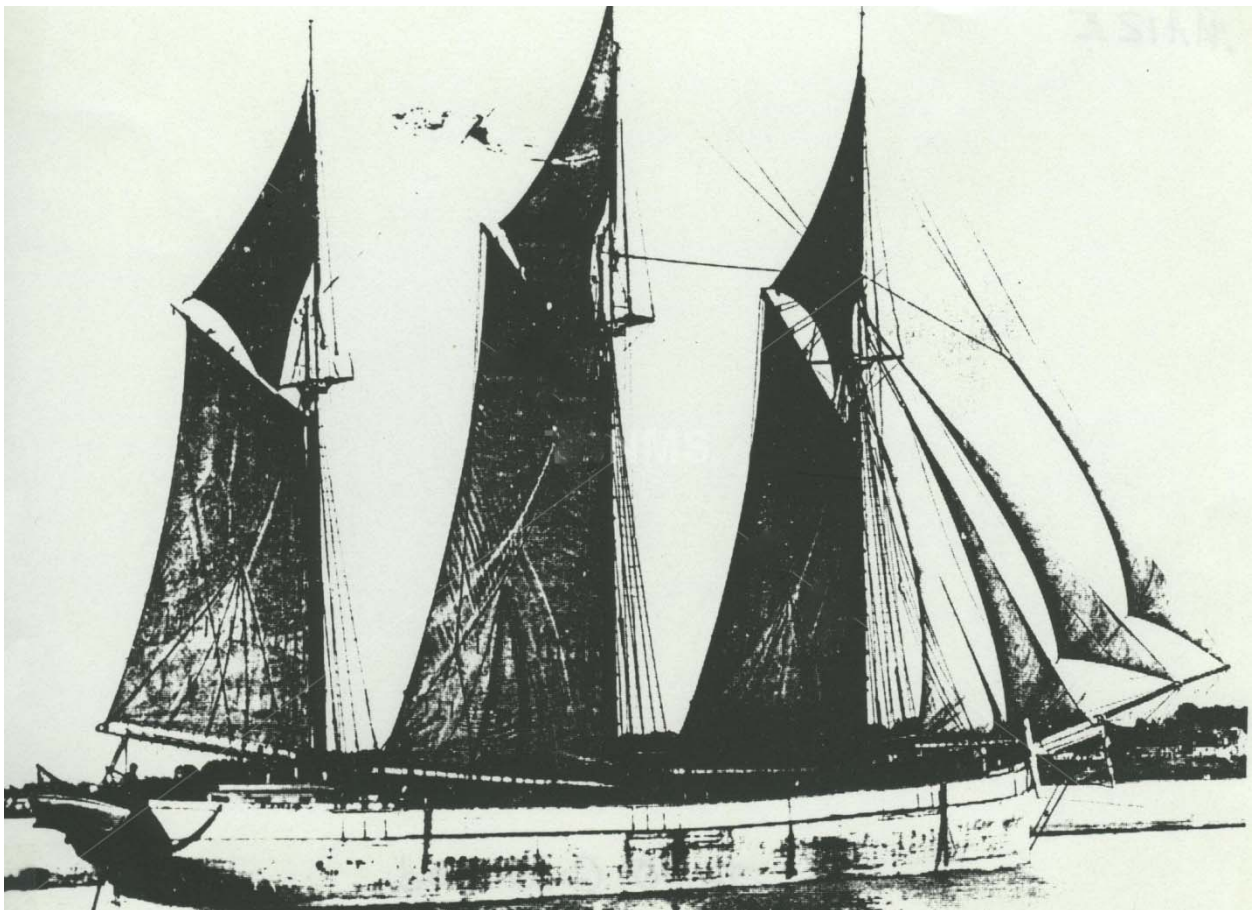


*G. P. Griffith*, 1847, Maumee, Ohio, Daniel R. Stebbins



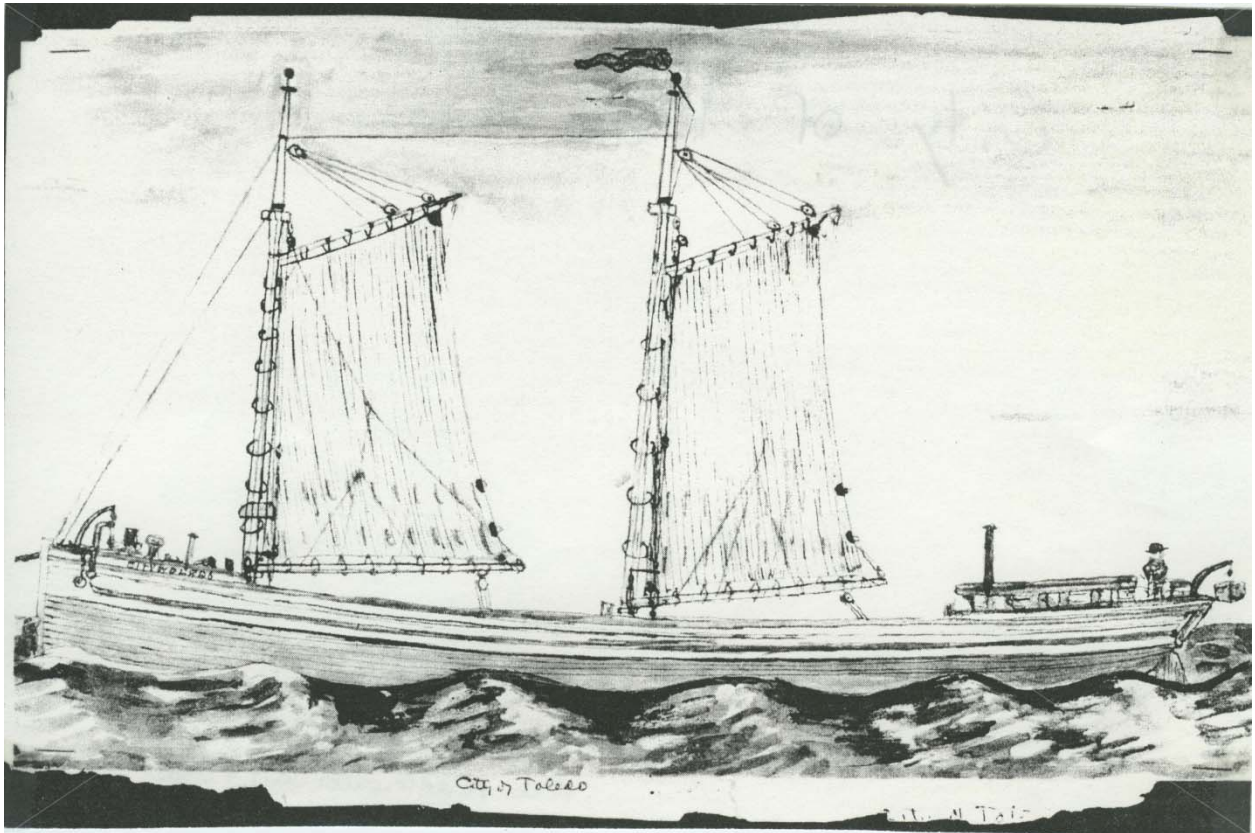


*Minnesota*, 1851, Maumee, Ohio, Frederick Nelson Jones

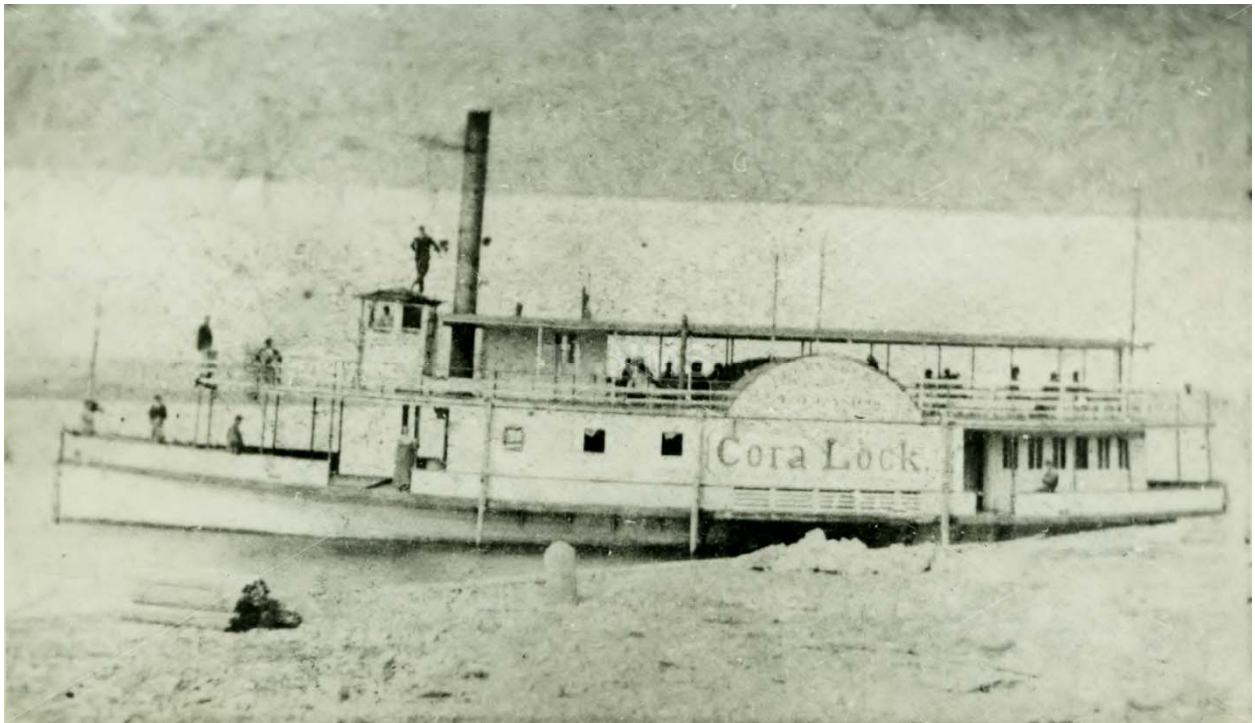


*Maize*, 1856, Perrysburg, Ohio, Charles V. Jenison

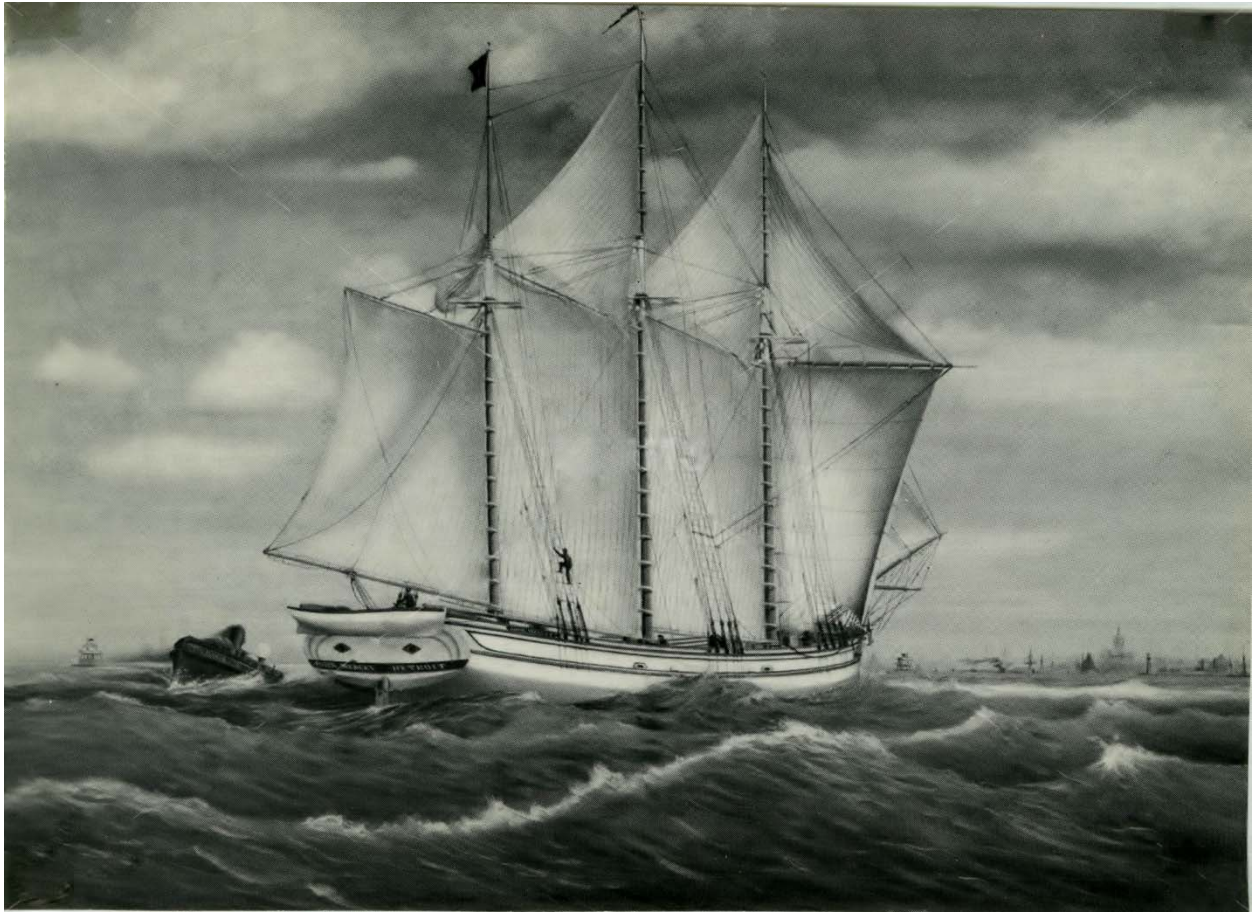




*City of Toledo*, 1865, Toledo, Ohio, John F. Squire and F. Keating



*Cora Lock*, 1869, Perrysburg, Ohio, Hossack



*John Wesley*, 1872, Toledo, Ohio, Bailey Brothers



*David Dows*, 1881, Toledo, Ohio, Bailey Brothers



### **ENTERPRISE**

1856, Toledo, Ohio, J. Holler

Wooden Scow Schooner, 2 Masts, 56' x 17' x 3'4", 26 + 60/95 Gross Tonnage

Note: GLMDB shows built Detroit.

November 1, 1861. Near Bark Shanty, tip of Michigan's thumb, Lake Huron. Driven ashore in gale, pounded to pieces; outfit salvaged a few days later. GLMDB.

### **FREMONT US-9160**

1856, Perrysburg, Ohio, Blinn & Charles V. Jenison

Wooden Schooner, 2 Masts, 122' x 26' x 9'10", 286 + 32/95 Gross Tonnage

*Fremont* (Schooner), 19 May 1856. THE SCHOONER *FREMONT*. This new and beautiful vessel made its first appearance in our port on Monday last. She was built by Blinn & Jennison, of Perrysburg, for Nims & Tillotson, of this place, and will run between Fremont and Buffalo this season. The *Fremont* is a staunch and well built vessel; her draught of water, with a load of 16,000 bushels of oats, is about six feet. She left yesterday on her first trip to Buffalo, intending to take on a deck load of 15,000 staves at the mouth of the river. Success to the *Fremont* and her gallant captain, Flint. Fremont (Ohio) Journal, May 22, 1856.

*Fremont* (Schooner), sunk by collision, 1 Nov 1869. About 9:00 on Monday night (11/29) the prop. *Wenona*, Joiner, collided with the schr. *Fremont*, Capt. W. F. Frazier, on this lake. The *Fremont* had on a cargo of 2,200 barrels of salt and was on her way from Oswego to Sandusky. The *Wenona* was bound for this port. The propeller struck the schooner on the bow, and the latter vessel sank in 12 fathoms of water. The crew were taken on board the *Wenona*, which arrived here yesterday. Capt. Frazier exonerates Capt. Joiner from all blame, and speaks in the warmest terms for Capt. J.'s action after the collision occurred. An effort was made to save the schooner but it was unsuccessful. The *Wenona* was turned about, and a line was about being made fast to the *Fremont* when she went down. The schooner was valued at \$10,000 and was not insured; her cargo was worth \$6,000, and was consigned to Fitzhugh & Foster of Sandusky. The propeller was not damaged to any material extent. Buffalo Daily Courier, December 1, 1869.

### **MAIZE US-16615**

1856, Perrysburg, Ohio, Charles V. Jenison

Wooden Schooner, 3 Masts, 135'9" x 26' x 10'10", 356 + 22/95 Gross Tonnage

*Maize* (Schooner), 1 Apr 1856. From the Toledo Times we learn that two new schooners have been built at Perrysburgh, and are now about ready for sea. One of 400 tons, owned by C. A. King & Co., of Toledo, the other by Nims & Tillotson, of Fremont, and is of a little lighter burthen. They were built by Blinn & Jennison, C.V. Jennison master builder. The Times says they are fine vessels. Buffalo Daily Courier, April 30, 1856.

*Maize* (Schooner), 21 May 1880. COLLISION ON LAKE ONTARIO. The Schooners *J. Bentley* and *Maize* Collide off Genesee Saturday Morning. The schooner *J. Bentley*, Captain William Heatherington, left Toronto for Oswego Wednesday night with 350,000 feet of lumber. Concerning a collision between her and the schooner *Maize*, Captain Heatherington makes the following statement: "About one o'clock Saturday morning, when about twelve miles off Genesee River, we saw a vessel's light on the starboard bow; we were standing on the port tack and the other vessel on the starboard tack, both bound down the lake; as soon as the light was discovered our wheel was put hard down, letting our vessel come to; before she came head to the wind, the schooner *Maize* struck us on the starboard bow, stem on, carrying away our lanyards from the starboard forerigging, forestaysail and jib, etc.; the *Maize* lost her bowsprit, jibboom and foremast; it was awful thick - almost as I ever saw it.

"When the vessels came together a man was knocked overboard from the *Maize*, but his shipmates picked him up. We could hear another of the *Maize's* crew, who, I think, under the wreck, forehead on the vessel, beseeching his shipmates to come to his assistance. Then the vessels separated and almost immediately we lost sight of the *Maize*; we repaired our wreck in about an hour and went back to the assistance of the *Maize*, but could not find her. We remained around until daylight but without success. We were going into Genesee to send a tug to her assistance, but the wind came fair from the eastward, making it about as easy for us to make our port of destination, which we did, arriving here Saturday night at dark."

"When the *Maize* was discovered she was only about a vessel's length distant - so close that one of my men, who stood about 25 feet from the jib sheets, had to abandon an attempt to light them up, lest he should be caught at it, by the vessels coming together. They did not come together with enough force to cut a 4x6 gunwale on our vessel entirely through."

The *Maize*, Captain Heatherington thinks, could not have been damaged more than stated above, she having struck stem on. He thinks she was picked up by some of the propellers on their way down from the canal. The *Maize* was corn laden from Toledo to Ogdensburg.

Capt. Wakely of the schr. *Garibaldi* saw a vessel without a spar off Charlotte after daylight Saturday - doubtless the *Maize*. Oswego Palladium, May 24, 1880.

Abandoned in 1924.

**MARKWELL** US-17028

1856, Toledo, Ohio, William Wilson  
Wooden Schooner, 2 Masts, 88' x 20' x 6'6", 104 Gross Tonnage

*Markwell* (Schooner), aground, 1 Jul 1866. *Markwell* Schooner of 104 tons, owned at Oswego by J. McManus. Bound from Belleville to Oswego, sunk in Chaumont Bay, lake Ontario, July 1866. Loss to ship \$1,300 insurance \$700. Loss to cargo \$1,900 insurance on cargo \$800. Marine Casualties on the Great Lakes 1863-1873, U. S. Coast Guard Report.

*Markwell* (Schooner), raising, 22 Aug 1866. SCHOONER *MARKWELL*. The tug *Tornado* arrived here yesterday from Chaumont Bay, where she had been for the purpose of raising the schooner *Markwell*. Two steam pumps were employed, but they could not keep the vessel free of water, and she was abandoned. She was laden with stone, and bound to this port. Oswego Times, August 23, 1866.

Shown as raised and rebuilt in 1866. Shown as owned by McIntosh et al, Oswego 1879. No information on fate.

**MIAMI BELLE** US-16616

**LIZZE P. BETTS**

1856, Toledo, Ohio, Abraham Gilmore  
Wooden Schooner, 2 Masts, 138.4' x 25.4' x 10.7', 372 + 48/95 Gross Tonnage

*Miami Belle* 1856-1884, *Lizzie P. Betts* 1884-1899

*Miami Belle* (Schooner), 1 Apr 1856. AT TOLEDO. The Blade of the 24th. inst., says A. Gilmore will launch, by May 1st. a fore-and-aft schooner, of 400 tons burthen, for Messrs. Whitaker & Brown, of that city. The dimensions are as follows: 141 feet length, 26 feet beam, and 11 feet depth of hold. She is of large a size as can go through the Welland Canal, is designed for the Toledo and Oswego trade, and will be sailed by Captain James Parks, formerly of the *Rebecca*. Entire cost estimated at \$16,000. Buffalo Daily Courier, April 29, 1856.

*Miami Belle* (Schooner), launch, 1 May 1856. Mr. Gilmore informs us, that the new schooner which he has building for Messrs. Brown & Whitaker, and of which we gave a description last week, will be launched on Saturday afternoon, at two o'clock. She is to be called the "*Miami Belle*," an appropriate name for so beautiful a craft. Buffalo Daily Courier, May 6, 1856.

*Miami Belle* (Schooner) aground, 1 May 1883. Port Colborne, Ont. May 27. The schooner *Miami Belle* ran ashore early this morning on Gull Island, near Port Maitland, during a sense fog on the lake. She was bound to Oswego with corn from Toledo. The captain came ashore in the small boat and drove here for assistance. Two tugs with a line left here this afternoon to try and pull her off. She carries 16,000 bushels of corn, and 268 tons. J. W. Hall Great Lakes Marine Scrapbook, May 1883.

The stranded schr. *Miami Belle*, was brought into port yesterday afternoon by the Canadian tug *W. A. Booth*, and put into Mill's & Co.'s drydock. It was necessary to keep a steam pump working as she was leaking badly. Her captain says that about 7,000 bu. of her cargo of corn was pumped out. Buffalo Commercial Advertiser, May 31, 1883.

Abandoned on September 19, 1897 and sunk at Bay City; owned G. P. Fleming, Bay City, Michigan.

**SARAH JANE**

1856, Toledo, Ohio, Builder Unknown  
Wooden Scow Schooner, 2 Masts, 80' x 20' x 4', 57 + 25/95 Gross Tonnage

No further information.

**SWIFT**

1857, Maumee, Ohio, Charles V. Jenison  
Wooden Schooner, 2 Masts, 57' x 14'6" x 3', 22 + 13/95 Gross Tonnage

*Swift* (Schooner), 5 Aug 1859. SCHOONER CAPSIZED - THREE LIVES LOST. The schooner *Swift*, of Toronto, capsized on Lake Ontario on the 5th. Three of the hands were drowned and two rescued, but with a great deal of difficulty. Buffalo Daily Courier, August 15, 1859.

*Swift* (Schooner), collision, 12 Apr 1861. The scow *Swift* got herself in rather an awkward dilemma yesterday by drifting athwart the bows of the schr. *Nicaragua* which lay at anchor in the stream. Being loaded with oak lumber, and a strong current setting down upon her, she remained in this awkward fix until the stmr. *Clara* came to her relief, which brought her out, minus her main mast. The captain of the *Swift* contemplates changing her name to some other more appropriate. Detroit Free Press, April 13, 1861.

**WILIAM MATHEWS**

1858, Toledo, Ohio, William Mathews  
Wooden Scow Schooner, 2 Masts, 100' x 23' x 6', 125 + 20/95 Gross Tonnage

November 29, 1861, Lorain, sprang a leak, (coal), sank at Kelley's Island, Lake Erie. Lost all hands. Metzler.

**MYSTERY**

1859, Toledo, Ohio, Builder Unknown  
Wooden Scow Schooner, 72' x 14'2" x 11', 39 + 35/95 Gross Tonnage

Changed owners in 1863, no further information.

**STRANGER US-22561**

1860, Toledo, Ohio, Builder Unknown  
Wooden Schooner, 60', 12 Gross Tonnage

December 12, 1875 off Grand Marais, Minnesota and Keweenaw Peninsula, Lake Superior. She was dismantled off Grand Marais by westerly gale. She had no anchor and was unable to get a line sent from a boat. The storm eventually blew her out of sight into the lake, where her crew of 4 presumably froze to death. Wreckage eventually came ashore on the Keweenaw. Swayze.

**MILT GILL US-17350**

1861, Toledo, Ohio, Builder Unknown  
Wooden Scow Schooner, 2 Masts, 44' x 13' x 5', 25 Gross Tonnage

*Milt Gill* (Scow), aground, 1 Aug 1868. A WRECK ABANDONED. Some three weeks since, a scow called the *Milt Gill* got ashore on Peach Island, having on board a cargo of lumber and lath. Efforts were made to get her afloat and that undertaking was eventually abandoned, and she lies at present exposed to the elements with fair prospect of both vessel and cargo being totally lost. Chicago Tribune, August 29, 1868.

She got ashore on the island. For a while efforts were made to recover her, but they were later abandoned and the vessel given up for lost. Newspaper reports late in August wondered why she was abandoned as she still appeared to be in good condition at the time. Swayze.

**BERTIE CROWELL US-2422 or US-2937**

1862, Toledo, Ohio, James Fall  
Wooden Schooner, 2 Masts, 42' x 14' x 3', 16.48 Gross Tonnage

*Bertie Crowell* (Schooner), 1 Sep 1866. *Bertie Crowell*. This is the name of a new vessel, built here during the summer by Mr. Jas. Fall for the McNitt Brothers, of Margarettta, and launched a few days ago. Her dimensions are 41 feet keel, 14 feet beam and 4 feet hold. She is 76 tons burthen and intended for the fish trade between the shore and Toledo. Sandusky Register. Buffalo Daily Courier, September 6, 1866.

Schooner *B. Crowell*. U. S. No. 2422. Of 16 tons. Built Toledo 1862 by McNeff. 42.0 x 14.0 x 3.0. Rebuilt 1867 and renamed *Bertie Crowell*, renumbered as US2937. Herman Runge Notes.

October 8, 1884 at Quarry Docks, SE of Marblehead, Ohio, Lake Erie. Being towed to shelter by a tug when the line broke and she went ashore. She was pounded to pieces, a total loss of \$800. Out of Cleveland, bound Marblehead to Port Clinton, Ohio. Swayze.

**KING SISTERS** US-14039

1862, Toledo, Ohio, George R. Rogers

Wooden Schooner, 2 Masts, 139'7" x 26'1 + 1/2" x 12'1", 412 Gross Tonnage

*King Sisters* (Schooner), 1 Nov 1861. NEW VESSEL. At the yard of Smith & Rogers, yesterday was laid the keel of a new grain vessel, which is to be completed in season for the opening of navigation in the spring. The vessel will be 142 feet long; 26 feet 2 inches breadth of beam; 12 feet hold, and will carry about 18,000 bushels of grain. She will be full schooner rigged, but in the best manner, of carefully selected timber, and when completed, will be one of the finest vessels sailing out of this port. She is being built for Messrs. King Bros. and Capt. Dunnigan of this City. Toledo Blade, November 17, 1861.

*King Sisters* (Schooner), 1 Dec 1862. VESSEL SALE - The Toledo Blade learns that King Bros., have sold the schooner *King Sisters* - built last season by Smith & Rogers of that place - to Messrs. Lyon & Sherman, of Cleveland. The price paid was \$17,000. The *King Sisters* is one of the staunchest vessels on the lakes, and her new owners will find her admirably adapted to the Lake Superior trade. Buffalo Daily Courier, December 27, 1862.

*King Sisters* (Schooner), aground, 1 Aug 1874. The schr. *King Sisters* got ashore a short distance above False Presque Isle Sunday night during the fog and smoke. The tug *Satelite* discovered her and went to her assistance, getting her afloat Monday evening. The unfortunate vessel was obliged to throw overboard about 100 tons of pig iron, but sustained no damage to herself. She proceeded to Milwaukee her destination. Detroit Post, August 24, 1874.

*King Sisters* (Schooner), aground, 19 Oct 1884. *King Sisters* Schooner. Home port, Cleveland. On Oct. 19, 1884 vessel went ashore on Gull Island, Lake Erie, with a cargo of wheat, and became a total loss. Hull loss \$8,200. Cargo loss \$16,200. Insurance \$22,200. Disasters to Lake Shipping 1884. Cleveland Herald, Nov. 28th. 1884.

**A. BOODY** US-872

**E. A. FULTON**

1863, Toledo, Ohio, George R. Rogers

Wooden Schooner, 2 Masts, 137'9" x 26' x 11'2", 373 + 35/95 Gross Tonnage

*A. Boody* 1863-1898, *E. A. Fulton* Canadian 1898-1907

*A. Boody* (Schooner), 7 May 1863. A new canal vessel named the *A. Boody* was launched on Thursday last from the yard of Smith & Rogers, of Toledo. She measures 142 feet keel, 26 feet 2 inches beam, 11 feet 4 inches hold, and will have a carrying capacity for 18,000 bushels of wheat. She is owned by King Brothers. Buffalo Daily Courier, May 9, 1863.

*A. Boody* (Schooner), aground, 13 Nov 1887. Sand Beach---The schooner *A. Boody*, loaded with iron ore from Escanaba, went ashore Friday morning, just outside the Port Austin light. Several attempts were made to take off the crew and the Point au Barques life saving crew got within one hundred feet of the stranded boat, but could not reach her on account of heavy seas. Saturday morning, however, two crews from Grindstone City and Point au Barques life saving station took off the men, who had suffered greatly during the night from the intense cold. It is thought the schooner can be saved. The Marine Record, Nov. 17, 1887.

Sand Beach--The Tug *McSWAIN*, on the 20th. brought the stranded schooner *A. Boody* into the harbor. Captain Ed Torney may well be proud of his achievement in wrecking the *A. Boody*. Tuesday morning he started for the wreck with a lighter and three pumps, and was driven away three successive times, but at last got one pump aboard and hawser laid, and one might say, after mining and throwing over 300 tons of ore, pulled the schooner off the rocks, in the face of a northeast gale. Time from the start to the finish, five and one-half days. The Marine Record, Nov. 24, 1887.

June 30, 1894 Renamed *E. A. Fulton* and sold Canadian. Waterlogged & abandoned Georgian Bay in 1900, Lake Huron. Wreck recovered in 1901, Owned E. A. Jackman, Phelps et al Toronto, Ontario. Abandoned in 1912. GLMDB.

**ATALANTA (ATLANTA) US-375**

1863, Toledo, Ohio, George Fordham

Wooden Schooner, 2 Masts, 124' x 30' x 9'3", 309 + 50/95 Gross Tonnage

*Atalanta* (Schooner), aground, 22 Jun 1878. The captain of the Fountain City reports having seen a black fore-and-aft schooner, lumber laden, ashore at the northeast end of Sleeping Bear Point on Saturday. Part of her deck load was gone. Detroit Free Press, June 25, 1878.

*Atalanta* (Schooner), total loss, 22 Jun 1878. The schooner *Atalanta* is the vessel ashore at Sleeping Bear Point. The vessel is a total loss, and the cargo of lumber saved. She loaded at Duncan City. The *Atalanta* measured 267 tons, and was owned and sailed by Capt. Tom Miller. She went ashore on Friday, and has gone to pieces. Her lumber was from Thompson & Smith's mills at Duncan. Probably no insurance. Detroit Free Press, June 26, 1878.

*Atalanta* (Schooner), abandoned, 4 Jul 1878. Frankport, Mich., June 29. The schooner *Atalanta*, ashore near Sleeping Bear, has been abandoned. She has been stripped and her outfit taken to Cheboygan. The lumber saved from the wreck will be shipped to Chicago. Chicago Inter Ocean, July 4, 1878.

**BELLE KING US-2152**

1863, Toledo, Ohio, George Fordham

Wooden Propeller Tug, 60' x 13'6" x 5'1", 37 + 38/95 Gross Tonnage

*Belle King* (Propeller), sunk, 29 Apr 1877. TUG *BELLE KING* SUNK - Sandusky, April 30. Last evening the tug *Belle King*, Patchen, of Toledo, owner, from Toledo to Sandusky, with dredge and mud scows in tow, struck a reef west of Old Hen and Chickens and immediately sunk. All hands were saved by jumping on the mud scow which ran alongside. Capt. Magie, of the *Eagle*, lying in Put-in-Bay, steamed up, ran out, and towed the dredge and scow in. Tug a total loss. Cleveland Herald, May 1, 1877.

*Belle King* (Propeller), Jul 1877. The strange and exciting scene of a tug skimming across the water without a captain, wheelsman or engineer, is what a sailor claims to have seen when the *Belle King* was stranded at Put-in-Bay some weeks ago. A terrible storm was raging, and the tug was about to go under, when the crew, to save their lives, jumped overboard and were saved by another boat. Sailors who were passing in yet another vessel stated that the tug, when deserted, immediately righted, and wheeling short about, shot out into the lake, as her engines were still working when the crew left her. Suddenly she disappeared from view, although in the storm it was impossible to tell whether she sank or ran away out on the waste of waters. Cleveland Herald, July 20, 1877.

**EUGENE**

1863, Toledo, Ohio, Builder Unknown

Wooden Scow Schooner, 2 Masts, 73' x 19.6' x 5.8', 69 + 50/95 Gross Tonnage

November 1868 ashore at Muskegon, Michigan, Lake Michigan; abandoned as wrecked.

**EMMA US-36381**

1864, Toledo, Ohio, Builder Unknown

Wooden Scow Schooner, 85' x 20'6" x 5'2", 81 Gross Tonnage

Converted to a barge in 1871. Vessel sunk in 1874.

**GEORGE W. REYNOLDS US-10829**

1864, Maumee, Ohio, Bailey Brothers

Wooden Side Wheel Steamer, 118' x 20' x 6'2", 133 + 68/95 Gross Tonnage

*George W. Reynolds* (Steamboat), broke machinery, 17 Jul 1871. BROKE DOWN - The steamer *G. W. REYNOLDS*, running on the Pine River route, broke her connection rod, condenser and walking beam in Saginaw Bay, on Monday. She was towed back to Bay City, and thence to East Saginaw, for repairs. The accident will probably lay her up for a month, and her place on the route will be taken by the steamer *M. W. WRIGHT*, which has been thoroughly overhauled, receiving new boilers, machinery, &c. It is estimated that the cost of repairing the damage done to the *REYNOLDS* will amount to at least twelve hundred dollars. Buffalo Commercial Advertiser, July 24, 1871.

November 27, 1872 at Bay City, Michigan, Lake Huron. She burned to a total loss at Mason's Mill dock where she had been laid up for the winter the previous week. She had been running a local route, between Bay City and Pine

River. Out of East Saginaw, part of "English's Line" Rebuilt in 1866 after a fire, and again in 1872, just prior to her loss. Swayze.

**HOOSIER** US-11362

1864, Toledo, Ohio, Builder Unknown  
Wooden Propeller Canal Tug, 60.34 Gross Tonnage

She was abandoned in 1880 at her Home Port, Evansville, Indiana. Metzler.

**ROYAL ARCH** US-21572

1864, Maumee, Ohio, Builder Unknown  
Wooden Propeller Tug, 80 Gross Tonnage

Sold to United States Quartermaster Department during Civil War 1864-1865. First home port was Evansville, Indiana. Metzler.

**CITY OF TOLEDO** US-4548

1865, Toledo, Ohio, John F. Squire and F. Keating  
Wooden Side Wheel Steamer, 161' x 24.9' x 8.6', 315.88 Gross Tonnage

Steamer, *City of Toledo* 1865-1875, Schooner 1875-1908, Barge 1908-1909

*City of Toledo* (Steamboat), 21 Jul 1865. NEW STEAMER. The new side-wheel steamer built at Toledo for Captain Dustin and others, arrived up at this port yesterday, in tow of the steamer *Dart*. She is intended for the Saginaw and Toledo route, and has accordingly been constructed for light draught, with ample freight and passenger accommodations, and as regards speed, it is stated will have no superior afloat. She has a splendid model, and in all that pertains to a fine looking steamer, we should judge her faultless. Having said this much, others need only look for themselves in order to arrive at the same conclusion. She is christened the *City of Toledo*. Her boiler and machinery will at once be placed on board of her, which with the work of completion, will be terminated in the course of a few weeks, when she will commence plying on her intended route. Detroit Free Press, July 21, 1865.

*City of Toledo* (Steamboat), burnt, 1 Aug 1874. *City of Toledo*, paddlewheel steamer U. S. No. 4548, of 315 Tons, built at Toledo, Ohio, 1865. Home port, Toledo. Changed rig to schooner November 6, 1875. Merchant Steam Vessels of the U. S. A. Litle - Holdercamper List 1790 to 1868.

*City of Toledo* (Steamboat), 28 May 1875. The hull of the dismantled stm. *City of Toledo* is to be converted into a 3 masted schooner for the lumber trade, for which she will be well adapted. She will carry from 250,000 to 275, 000 ft. of lumber. Detroit Advertiser & Tribune, May 28, 1875.

She was converted to a barge in 1908 and abandoned in 1909.

**DAN CORNELIUS** US-35140

1865, Perrysburg, Ohio, Builder Unknown  
Wooden Scow, 2 Masts, 54.5' x 15.8' x 3.3', 24.76 Gross Tonnage

No further information.

**EUREKA** US-36328

1865, Toledo, Ohio, Builder Unknown  
Wooden Steamer, 68' x 15.5' x 3.7', 33.24 Gross Tonnage

Rebuilt as a scow in 1871. Abandoned in 1882.

**D. S. WILDER** US-35139

1866, Toledo, Ohio, Joseph M. Keating  
Wooden Scow Schooner, 2 Masts, 70' x 17' x 3' 8", 45.15 Gross Tonnage

*D. S. Wilder* (Schooner), 27 Jun 1866. THE NEW VESSEL. The lumber vessel building by Messrs. Sullivan & Lobe, of this city, is far advanced towards completion and it is expected she will be ready to sail on Monday next.



She is a staunch craft, and her owners will realize largely on the money invested in making her so substantial. She will be commanded by Mr. Sullivan. Toledo Blade, June 22, 1866.

September 29, 1872 - Possibly driven ashore & wrecked at Fish Point, Pelee Island, Lake Erie. Sawyze.

**ERIE** US-7487

1866, Toledo, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 65' x 14.8' x 15.3', 32.19 Gross Tonnage

April, 1867, Sandusky, sank and raised. April 1868, St. Joseph, Lake Michigan, wrecked and repaired. 1874 sank.

**HARVEY BISSELL** US-11281

1866, Toledo, Ohio, Albert Little  
Wooden Barque, 3 Masts, 162.4' x 33.6' x 12.4', 496.86 Gross Tonnage

*Harvey Bissell* (Bark), damaged in launching, 14 May 1866. A MISFORTUNE. THE NEW BARK NOT LAUNCHED. Arrangements were made for launching the new Bark of Capts. Bissell & Miner, yesterday afternoon, but the effort to get her into the watery element was not successful. By a mistake the hull was started before everything connected with the ways was prepared to receive so heavy a weight, and after sliding about her width, one of the ways broke and let her sink into mud and water, about 3 feet deep. Several tugs then took hold of the hull and endeavored to pull it out of the disagreeable location, but were unsuccessful. The vessel has received the name of one of her owners - Harvey Bissell - her dimensions were published yesterday.

Another accident occurred at the yard during the attempt to launch the vessel. While workmen were preparing for a movement of the vessel, a man climbed up the mizen-mast to the crosstrees, and seated himself on the latter. Watching operations below, he neglected to keep firm hold of the spar, and when the vessel started, the sudden lurch threw him overboard. As he fell his coat brushed against the rail, and he dropped into water about 2 feet deep. The crowd thought him severely injured, if not killed, and were surprised to see him scramble out of his watery and muddy position and wade ashore. The man received a slight cut in his face, and his nose was bruised, but his injuries were not of a serious nature. It is surprising that he was not killed. Toledo Blade, May 15, 1866.

*Harvey Bissell* (Bark), aground, 29 Nov 1870. About midnight Friday the bark *Harvey Bissell*, bound from Chicago to Buffalo, with a cargo of wheat, ran ashore on Pt. au Pelee, the mate having mistaken the point light. She was found by the tug *Kate Moffat* about 3:00 Saturday afternoon, leaking badly, and with 4 ft. of water in her hold. The tug came up late Saturday night for a steam pump and lighter, and expected to return to the assistance of the bark as soon as possible. The bark seemed to be hard on, and is in a bad condition. Detroit Post, November 29, 1870.

November 24, 1905, False Presque Isle Harbor, Lake Huron, ashore, sank and became a total loss. Metzler.

**JAMES BARR** US-12953

1866, Maumee, Ohio, James Carroll  
Wooden Tug, 39' x 10' x 5', 14.9 Gross Tonnage

*James Barr* (Propeller), 5 May 1866. NEW TUG. A new tug, which has been named the *James Barr*, made her appearance in our harbor yesterday. The *BARR* is a very neat craft, of the following dimensions: Length, 39 feet; breadth of beam, 10 feet; depth of hold, 5 feet. Her engine is a fine piece of machinery, manufactured by Nagle & Weed, of Buffalo, and was put up by Geo. Balch. The cylinder is 10 x 10. The hull was built at Maumee during the past winter, by James Carroll, and finished by James Barr, her owner and master. This tug is intended for light towing on the river and Swan Creek, and we should think she is well adapted for the business. Toledo Blade, May 5, 1866.

She was used for towing in the Toledo River and Swan Creek. Metzler.

**NETTIE** (AKA *NELLIE*) US-52100

1866, Toledo, Ohio, Skidmore  
Wooden Scow, 2 Masts, 80' x 18' x 5', 123.61 Gross Tonnage

Scow *Nettie*. U. S. No. 52100. Of 59 gross tons. Built Toledo, O., 1866. 80.0 x 18.0 x 5.0. Renamed *Nellie* - U. S. - 1872, Herman Runge List.

Lost in 1879.

**GEORGE R. HAND** US-10316  
1867, Toledo, Ohio, Builder Unknown  
Wooden Propeller Tug, 35.4' x 12.8' x 6.3', 15.25 Gross Tonnage

*George R. Hand* (Propeller), aground, 18 Sep 1868. During the severe gale of Tuesday night (9/15) the tug *Newton* which was lying at anchor off Turtle Island was blown ashore on the lower side of the island. Yesterday morning the tug *George R. Hand* went to her relief and also got ashore. The *Farragut* was sent to the assistance of the tugs and after considerable difficulty succeeded in getting them afloat. The tugs were not injured. Toledo Blade, September 18, 1868.

Abandoned in 1880. GLMD shows built in Buffalo in 1865, can't confirm this.

**J. F. KING** US-9299  
1867, Toledo, Ohio, George R. Rogers  
Wooden Schooner, 140' x 26' x 11.6', 280.55 Gross Tonnage

*F. J. King* (Schooner), 16 Jun 1867. SCHOONER *F. J. KING*. This vessel, as we have noticed, was launched yesterday from the yard of Geo. R. Rogers. She is another evidence that in marine architecture our ship builders are not a whit behind those at any port on the lakes. The *F. J. King* was constructed for the timber trade, and strength being the main consideration, less beauty of symmetry was, perhaps, expected, but we believe in both respects she more than realizes the expectations of her owners. Her dimensions are length, 144 feet, beam 26 feet 2 inches, depth of hold, 12 feet, and measures about 285 tons. The timber used in the vessel is of a quality superior to that generally used, being free from knots, and very few pieces in her hull, are less, perhaps, than 40 feet; and we noticed in many instances her planks would measure 50, 60 or 70 feet in length. The hull is put together in the strongest manner, the planking being double bolted, and in every part the greatest attention was given to render the hull, as staunch as possible. Her "ports" are models for strength, different in many important particulars from those of any vessel on the lakes, and will pass a piece of timber 44 inches in diameter. The cabin is large, well lighted and ventilated; the shipper's quarters neat, cozy and cheerful, nicely carpeted, and the other rooms are furnished in good taste, everything bearing testimony to the skill of a master builder.

As previously stated, the *F. J. King* was built by George R. Rogers for Wilcox Bros. of this city, and both the builder and owners are well pleased with her. She will be commanded by Capt. Charles Chamer, a gentleman of large nautical experience, a capital fellow, withal, who of course feels very proud of his craft.

After the launch yesterday, the new vessel was towed to the dock in front of Wilcox Bros, where she was visited by a large number of citizens, including many experienced in our Lake Marine, and all were profuse in their compliments to the owner and builder of the craft. In the afternoon, after the adjournment of the Board of Trade, M. L. Wilcox, Esq., through Mayor King, invited the Board to call on him on board the vessel. The invitation was accepted and a pleasant time was had in "wetting" the schooner, and many were the kind wishes bestowed upon her and her owners. Toledo Blade, June 18, 1867.

*F. J. King* (Schooner), sunk, 16 Sep 1886. Bailey Harbor, Sept 16. The schooner *F. J. King*, of Morristown, N. Y., laden with iron ore from Escanaba to Chicago, sprung a leak and sunk in twenty-six fathoms of water about six miles off Cana Island at 2 o'clock this morning. The crew reached shore in the yawl. The vessel and cargo are a total loss. The Detroit Tribune, September 17, 1886.

**LYMAN CASEY** US-14830  
1867, Toledo, Ohio, Joseph M. Keating  
Wooden Schooner, 2 Masts, 136.1' x 26' x 13.3', 291.83 Gross Tonnage

*Lyman Casey* (Schooner), 25 Apr 1867. LAUNCH OF THE SCHOONER "*LYMAN CASEY*" -- The new schooner *Lyman Casey*, built by Capt. J. M. Keating for Messrs. Carrington & Casey, of this city, was launched yesterday afternoon from the ship-yard foot of Elm Street. The announcement of the event drew together a large concourse of people, and no small proportion of them were ladies. At a little after 2 o'clock the vessel began to move upon the "ways" towards the watery element, but made slow progress for about half an hour, owing to the coolness of the atmosphere stiffening the tallow with which the "ways" were greased. But the quite movement of the noble craft, so far from detracting from the beauty of the launch, increased it; she slipped off as smoothly, and almost as noiselessly as a row-boat would have done, and it was the universal exclamation that a better launch had never been witnessed at this port.

As she struck the water the crowd on her decks gave hearty cheers, in which they were joined by not a few on the shore. Passing some distance into the stream, the vessel swung partly around and drifted down the river a short

distance, when the tug *Hewett* took hold of her, and towed her to Findlay & Wilder's dock. An opportunity was then given those who desired it to inspect her workmanship.

The *Lyman Casey* was built for the canal trade, and is as large as can pass the locks. Her length is 143 feet; beam 26 feet 2 inches; depth of hold 14 feet; capacity about 20,000 bushels. She is, undoubtedly the best vessel ever built at this end of the lake. The timber put into her was furnished principally by D. Smith at his mill, foot of Cherry street, and is the best that could be selected. The hull is bolted with 3/4 inch iron bolts -- frames 12 inches apart, with bolts extending through the outer plank and ceiling and fastened on the inside -- four bolts to each plank. In addition to these the ceiling and bilge keelsons are bolted from the keelson to the deck, each bolt passing edge-wise through at least four of the plank, so that the hull has all the strength that wood and iron can give it. Underneath her decks, each beam is supported with a knee, and between the deck beams are double-knees. Her spars are fastened in a manner that appeared to us peculiar, and so firmly, that one cannot conceive of any other method by which to secure greater strength. Between her frames are deposited 75 barrels of salt as a preservative of the timber.

The cabin is not yet completed, but so nearly that a good idea of it may be obtained. The captain's quarters are large, about 8 feet from floor to ceiling, and will be furnished in good style. It has a berth, clothes-press, space for a desk, with sufficient room for the captain to enjoy a siesta with his family, when wind and weather will permit. There is also a large state-room, connected with the captain's room by a door. There are also three other state-rooms, a large and conveniently arranged kitchen, a store-room and a water closet.

In every particular the *Lyman Casey* realizes the expectations of her builder and owners, and the fact that the latter have long been identified with shipping, and have several first class vessels, renders an expression from them of itself as high an encomium as can be bestowed upon the builder Capt. J. M. Keating. We hesitate not in saying this craft is superior to any that he has ever built. The cost of the vessel will be about \$30,000.

The *Lyman Casey* will be commanded by Capt. William Harlow, late of the *Lewis Wells*, one of the best navigators on the lakes. Toledo Blade, April 25, 1867.

*Lyman Casey* (Schooner), squall damage, 4 Aug 1878. STRUCK BY A SQUALL The schooner *Lyman Casey* of Toledo, ran into Port Colborne yesterday morning with her fore-topmast, jibboom, and some of her canvas gone. The captain reports that the vessel was struck by a squall off Grand River. The vessel was up bound from Buffalo to Toledo. Chicago Inter Ocean, August 5, 1878.

*Lyman Casey* (Schooner), collision, 28 Jun 1881. Port Huron, June 28. A heavy storm from the northeast struck this place at 10:30 tonight, doing great damage. The schooner *Lyman Casey* broke adrift from the steambarge *Alpena* and ran into the schooner *Canada*. The damage to the *Lyman Casey* is not known, as she drifted down the river. Cleveland Herald, June 30, 1881.

Sold Canadian in 1908. Laid up and probably abandoned in 1911. GLMD.

**NOMAD** US-18489

1867, Toledo, Ohio, David F. Edwards  
Wooden Schooner, 2 Masts, 21.68 Gross Tonnage

Sank November 1871 off Presque Isle, Lake Erie. Metzler.

**O. T. WILCOX** US-53087

1867, Toledo, Ohio, J. Tupper  
Wooden Scow Schooner, 2 Masts, 68.6' x 17.8' x 5', 47.61 Gross Tonnage

*O. T. Wilcox* (Scow), aground, 21 May 1883. The scow *O. T. Wilcox* was wrecked near Port Crescent, Lake Huron, on Sunday night. All were saved. Port Huron Daily Times, May 23, 1883.

**SARAH KELLY** US-57414

1867, Toledo, Ohio, Joseph M. Keating  
Wooden Scow Sloop, 1 Mast, 53' x 15' x 3.9', 27.63 Gross Tonnage

*Sarah Kelly* (Scow), 20 Jul 1867. LAUNCH. The scow *Sarah Kelly*, being built by G. M. Keating, foot of Elm Street, will be launched today at half past two o'clock. Toledo Blade, July 20, 1867.

Last listing in 1884, believed lost or abandoned.

**D. P. RHODES** US-6623

1868, Toledo, Ohio, Builder Unknown  
Wooden Schooner, 2 Masts, 69.5' x 16' x 8', 45.94 Gross Tonnage

There were several *D. P. Rhodes*. This was rebuilt from the tug *D. P. Rhodes* of 1855 into a schooner.

*D. P. Rhodes* (Schooner), aground, 4 Nov 1867. The small schooner *D. P. Rhodes* -- formerly a tug of the same name -- laden with lath, grounded on the point off Jefferson Street, and the water leaving her she careened over about half way. She shipped some water which was pumped out of her this morning, and it was thought she would float off all right when the water returned to the ordinary stage. Toledo Blade, November 5, 1867.

Abandoned in 1867.

**EMORY BAILEY** US-36329

1868, Toledo, Ohio, Bailey Brothers  
Wooden Scow Schooner, 2 Masts, 67.6' x 16.4' x 5', 31.69 Gross Tonnage

*Emory Bailey* (Schooner), 5 Oct 1868. NEW VESSEL The *EMORY BAILEY* is the name of a new scow just completed at Toledo. Her length is 69 feet. Beam,? and four and a half feet hold. She is owned by Messrs. Bailey of Toledo. Chicago Tribune, October 8, 1868.

NOTE: Sold Canadian about 1883, wrecked near Highland Creek, near Toronto about 1903 or 1904. Schooner Days, Toronto telegram.

**JOSEPH M. ENRIGHT** US-45619

1868, Toledo, Ohio, Sullivan  
Wooden Scow Schooner, 2 Masts, 81.8' x 20' x 6.4', 61.93 Gross Tonnage

*J. M. Enright* (Scow), 1 Aug 1868. LAUNCH - A new scow called the *J. M. Enright* was launched at Toledo a few days since. She is 77 feet in length; 20 feet in breadth, and 5 feet in depth. Her owner is Joseph M. Enright of Toledo. Chicago Tribune, August 15, 1868.

*J. M. Enright* (Scow), sunk by collision, 29 Jul 1886. The *J. M. Enright* was run down by the propeller *Nebraska* early yesterday morning and sunk at the entrance to the ship canal. The *Nebraska* went ahead without stopping to inquire about the damage, and passed Detroit at 5:30 A. M., bound for Buffalo. It was thought that two sailors on board the *J. M. Enright* were drowned, but they scrambled ashore, one with a crippled leg. Miller & Lewis, owners, of Bay City, will hold the *Nebraska* responsible. The tug *Hercules* went to the wreck yesterday afternoon. The Detroit Tribune, July 30, 1886.

The scow *J. M. Enright*, which sustained serious damage by collision and afterward sunk, was yesterday dismantled and most of her outfit in order to tow her to this city without sinking. The tug *Hercules* came down from the Flats in the afternoon for a lighter to assist in raising her and returned again to the wreck. The Detroit Tribune, July 31, 1886.

Regarding the *J. M. Enright* - *Nebraska* collision, in which the *J. M. Enright* was sunk, the Captain and crew of the *Nebraska* claim that the *Enright* changed her position and ran directly across the *Nebraska's* bows, and was so close it was impossible for the *Nebraska* to avoid the collision. They further state that the *Nebraska* is damaged, and will look to the owners of the scow to pay expense of repairs. The Detroit Tribune, August 1, 1886.

**LAKE BREEZE** US-15572

1868, Toledo, Ohio, Bailey Brothers  
Wooden Propeller, 126.6' x 24.6' x 8.5', 196.41 Gross Tonnage

*Lake Breeze* (Propeller), 18 Sep 1868. A tri-weekly line has been established between Cleveland and Toledo, the new stm. *Lake Breeze* leaving this port every Tuesday, Thursday and Saturday, and Toledo on alternate days stopping at the Islands both ways. As the trip will be made by daylight, it will be very pleasant, and can scarcely fail to become a favorite way of reaching those popular resorts. The *Lake Breeze* is a new steamer, having been brought out in July last. Cleveland Herald, September 18, 1868.

*Lake Breeze* (Propeller), 6 Jun 1871. Propeller, *Lake Breeze* has left to voyage in carrying the circus troupe around the lakes. After touching at Saginaw and Tawas, she proceeds to Grand Haven where the troupe will be awaiting her. Detroit Post, June 6, 1871.

*Lake Breeze* (Propeller), fire, 26 Nov 1878. THE LAKE BREEZE BURNED. The following is a copy of a dispatch received at Windsor yesterday: Jas. Cornish, Deputy Marshal, Windsor, Ont.

*Lake Breeze* entirely burned. One life lost. See Reynolds about insurance. Wire me instructions. I write by stage. [signed Wm. Sharpe]. *The Lake Breeze* was insured for \$5,000, as follows: British American of Toronto, McCrae & Son, of Windsor, agents \$2,000; Mercantile of Waterloo, Ont., R. A. Reynolds agents, Windsor; \$3,000. The *Lake Breeze* was attached on the claim of Mr. Neveaux, of Windsor, Saturday, for \$57. Mr. Cornish, Deputy Marshal, had her in charge, and placed Mr. Wm. Sharpe on board as shipkeeper, who gave her permission to make this trip, as she was intending to lay up on her arrival here. Mr. Cornish had money placed in his hands as bonds to secure the claim. The vessel was owned by Capt. La Framboise, her present master, and others. Capt. La Framboise was the largest owner.

LATER: The *Lake Breeze* was still burning at 10 A. M. Tuesday. A colored man from Amherstburg, named Luther Bush, was burned to death. Capt. La Framboise and his engineer were badly injured in trying to rescue him. The *Lake Breeze* was built in Toledo by Bailey Bros., in June 1868; 196 tons new register, and her classified rate was B 2, valued at \$5,500. She has altogether a notable career, and has been running on a number of routes. Detroit Post & Tribune, November 27, 1878.

**M. I. WILCOX** US-17617

1868, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 136.8' x 27.8' x 13.3', 396.02 Gross Tonnage

*M. I. Wilcox* (Schooner), 30 May 1868. The new schr. *M. I. Wilcox*, built in this city by Messrs. Bailey, will start on her first trip this morning, "wind and weather permitting," with a cargo of timber for Tonawanda. Toledo Blade. May 30, 1868.

The new schooner of Capt. Harvey Bissell, which was launched at Toledo on Saturday, May 2d, is of the following dimensions, viz: Keel 138 ft.; overall 142 1/2 ft.; hold 12 1/2 ft. She is as large she can be made and pass through the Welland Canal. She is wire rigged. She is named the *M. I. Wilcox*. Buffalo Commercial Advertiser, May 4, 1868.

May 8, 1906 she ran aground & was pounded to pieces in a storm near Colchester, Lake Erie, no casualties. GLMDB.

**MAUMEE VALLEY** US-17992

1868, Perrysburg, Ohio, F. E. Bugby

Wooden Schooner, 3 Masts, 126.5' x 25.7' x 11.5', 204.26 Gross Tonnage

*Maumee Valley* (Schooner), 14 Sep 1868. VESSEL BUILDING AT PERRYSBURG -- In years gone past many vessels were built at Perrysburg, but for several years there has been a lull in this branch of business at this point. It is now apparently reviving again, and there is no good reason why shipbuilding should not be extensively carried on there. Excellent timber is easily obtained at a fair figure, and labouring men can afford to work for reasonable wages. Messrs F. R. Miller & Co. and Captain Bartlett are building a very fine schooner at Perrysburg. She has 120 foot keel, 26 feet beam; 9 foot 3 inch Hold; with a carrying capacity of 14,000 bushels or 300 tons burden. The parties are building her for their own use, and hence none but the best of timber has been used in her construction. She will be launched, ready for business, about the 1st. of September. Her rigging will be of wire, and she will cost about \$20,000. Chicago Tribune, August 20, 1868.

*Maumee Valley* (Schooner), sunk, 25 Nov 1900. A SAD THANKSGIVING DAY - WAS THE LOT OF MRS. SMITH, WIDOW OF THE MAUMEE VALLEY'S MATE - HIS EVENTFUL CAREER, AND THEIR ROMANTIC MANNER OF MEETING - Chicago, November 29. (Special). Death stayed the Thanksgiving preparations in the house of Mrs. William E. Smith, 402 Chicago Avenue west, whose sailor husband perished with his ship off Toledo on Monday. The husband, who was mate of the schooner *Maumee Valley*, was to have arrived in Chicago last night for a Thanksgiving dinner to-day, but the sad news instead greeted the anxious wife.

Mrs. Smith had not seen the dispatches in the newspapers giving the account of the *Maumee Valley's* mishap and the death of the crew. She was watching from her window all of yesterday afternoon, and when she heard a step on the stairway she flew to the door with a greeting on her lips. Instead of her husband she faced a messenger with the details of the ship's loss. Last night the neighbors were caring for the bereaved wife, who was prostrated by the blow.

Smith was only 35 years old, but he had followed a sailor's life for twenty-four years. He had been in Toledo, O., and Buffalo, N. Y., for three months' sailing with his old captain, Henry Scranton, who had induced him to leave

Chicago. In a letter received a few days ago, Smith told his wife that the *Maumee Valley* would arrive in Toledo last Sunday, and that he would be home Wednesday afternoon or night for a holiday. The couple, having no children, were to have enjoyed a landsman's Thanksgiving dinner for two, and Mrs. Smith had been engaged the entire week in preparing delicacies against her husband's return.

He was born in Leland Co., Mich., a farmer's son, but ran away from home at the age of 11. He shipped as an ordinary seaman in the old days of lake navigation, which from the sternness and cruelty of discipline almost equaled the regime of the salt water press gangs. He was scarred from head to foot with the belaying pin wielded by ferocious and not always sober officers.

Smith saved many lives from wrecks and twice before he was nearly starved while perched on the rigging of a disabled ship awaiting rescue, as in the case of the *Maumee Valley*. On another occasion he swam three miles to land in the terrific storm which wrecked the *Edith L.* off Mackinac Island in 1881. All of the crew but Smith were lost.

It was aboard a schooner that the mate met the young woman who became his wife. She was Miss Emma Warren, daughter of a farmer in Dodge Co., Minn, who had left home in 1890 to visit relatives in Chicago. The girl, then 20 years of age, was in poor health, and her father procured her a passage on a sailing vessel, that a long lake trip might restore her spirits. Detroit Free Press, November 30, 1900.

**MESSENGER US-17733**

**FRED NIELSEN**

1868, Toledo, Ohio, F. Lyon

Wooden Propeller Tug, 60' x 15' x 7', 44.37 Gross Tonnage

*Messenger* 1868-1882, *Fred Nielsen* 1882-1894

June 20 1894 she was be towed out into Lake Michigan & sunk. GLMD.

**SAM FLINT US-23660**

1868, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 167.7' x 34.1' x 12.7', 499.38 Gross Tonnage

*Sam Flint* (Schooner), aground, 23 Oct 1916. BARGE *FLINT*, TOTAL LOSS. According to advices from Alpena, Mich., the barge *Sam Flint*, which went on the rocks in Missaugua Passage last Friday, is a total loss, having pounded herself to pieces. The crew was taken off and brought to Alpena on the yacht *Cracker Jack*. Capt. Joseph Kirkendall commanded the *Sam Flint*.

The *Sam Flint* was formerly owned by the Gilchrist Transportation Co. of Cleveland and sold some years ago to Capt. James Gillingham of Bayport. Buffalo Daily Courier, November 3, 1916.

**WAVE**

1868, Toledo, Ohio, T. Webb

Wooden Propeller Tug, 9 Gross Tonnage

Still listed in 1879 in Toledo, Ohio, no further information.

**CORA LOCK US-5977**

1869, Perrysburg, Ohio, Hossack

Wooden Side Wheel Steamer, 91.7' x 33' x 5', 95.45 Gross Tonnage

August 11, 1879, East Saginaw, Lake Huron, caught on fire and upper works burned off while at dock. Metzler.

**REED CASE US-21929**

1869, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 2 Masts, 137' x 26' x 13.9', 330.38 Gross Tonnage

*Reed Case* (Schooner), 15 Apr 1869. The new schr. *Reed Case* launched at Toledo on the 10th instant, is of the following dimensions: Length, 148 ft.; beam 26 ft.; hold 12 ft.; measurement, 400 tons. She is said to be of a fine model and is built in that substantial workmanship manner which characterizes all the vessels launched from the yard of the Messrs. Bailey. Buffalo Commercial Advertiser, April 15, 1869.

*Reed Case* (Schooner), 2 Nov 1888. Attempts to release the schooner *Reed Case* have been unsuccessful and she has been abandoned to the insurance companies. She lies a mile from the entrance to the Portage Lake canal in fifteen feet of water. Her foremast and stern are gone, and she is still on her side. All efforts to right her having resulted only in pulling her to pieces. Captain Murray will save for the insurance companies what is left of the wreck. She was insured with Smith & Davis of Buffalo for \$5,600 and valued at \$8,500. Duluth Evening Herald, November 2, 1888.

Captain Green was drowned in the foundering of the *Reed Case*. GLMD.

**EXPRESS BOY**

1870, Toledo, Ohio, Builder Unknown  
Wooden Tug, 45'.

No further information.

**GEORGE D. RUSSELL US-85267**

**CHECOTAH**

**C. GALLEN**

1870, Toledo, Ohio, Bailey Brothers  
Wooden Schooner, 3 Masts, 198.7' x 34.1' x 12.4', 658.22 Gross Tonnage

*George D. Russell* 1870-1890, *Checotah* 1890-1906, *C. Gallen* 1906-

*George D. Russell* (Schooner), overboard, 22 Jul 1871. Juo. Allen, a seaman on board of the schr. *George D. Russell*, and who was shipped at Buffalo, was lost overboard from his vessel last Saturday while on Lake Huron and drowned. The particulars of the accident, so far as we can ascertain, are as follows: The schrs. *George D. Russell* and *Sherwood*, were in tow of the *W. T. Graves*. The captain of the *George D. Russell* had been aboard the *SHERWOOD* to visit a sick child. The yawl which carried him and Allen was being hoisted to its place at the stern, when Allen fell overboard and sank. The yawl was immediately lowered, and floats thrown overboard, to the assistance of the man, but he never rose again. The drowned man came from the east coast of Ireland. Buffalo Commercial Advertiser, July 27, 1871.

*George D. Russell* (Schooner), sunk by collision, 7 Sep 1882. THE SINKING OF THE *RUSSELL*. The circumstances of the Sault River disaster were these: The steambarge *Northerner*, bound up, collided in the Sault River with the schooner *George D. Russell*, in tow of the tug *Goodnow*, bound down. The accident occurred a little below Little Lake George. The *Russell*, which was loaded with iron ore, sank immediately in about seven fathoms of water. The *Northerner* was not seriously damaged. There was a report that three of the crew of the *George D. Russell* were drowned. The *George D. Russell* measures 630 tons. She is owned by J. H. Palmer and others of Cleveland, rated 2, and was valued at about \$25,000. Hull and cargo are insured. The wreck is an obstruction to navigation where she lies. The J. W. Hall Great lakes marine Scrapbook, September, 1882.

*George D. Russell* (Schooner), sunk by collision, 7 Sep 1882. Detroit, Oct. 14. S. A. Murphy has taken a contract for raising the schooner *George D. Russell* and her cargo from the bottom of the Sault River. he tug *Gladiator*, with two divers, steam hoisters, tackle, and all necessary appliances for raising the cargo will leave today for the Sault, towing the schooner *Harry Bissell*, which will be used as a lighter. When Capt. Merriman gets through with the schooner *E. K. Sims* the pontoons will be taken up to raise the schooner with. This is one of the most difficult wrecking jobs ever undertaken on these waters. The schooner lies in 42 feet of water, and the divers work is very difficult. The schooner has a large hole in her bow. The J. W. Hall Great lakes marine Scrapbook, No. 2, October, 1882.

*Checotah* (Schooner), sunk, 30 Oct 1906. BARGE *CHECOTAH* IS DANGEROUS DERELICT. Port Huron, Oct. 31. The barge *Checotah*, the crew of which was brought here yesterday by the steamer *PAINÉ* after being picked up on Lake Huron, was about eight miles northeast of Port Sanilac when abandoned by the crew. Its deck load had been washed away by the seas, carrying the spars by the board. Although the boat is full of water the lumber in the hold will keep it afloat and the derelict will form a dangerous menace to navigation.

The steamer *TEMPEST*, which had the *Checotah* in tow, arrived yesterday with the barge *Uranus*. The *McVea*, the last of the tow, broke away in the storm and has not since been heard from. Buffalo Evening News, October 31, 1906.

Port Huron, Nov. 1. The tug *Salvor* returned from her search for the barge *Checotah*, reports that the *Checotah* sunk 12 miles north northeast of Pt. Sanilac and 6 miles out, with her spar sticking above water. Buffalo Evening News, November 1, 1906.

**LAURA BELLE** US-15723

1870, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 153' x 26' x 12.7', 269.47 Gross Tonnage

*Laura Belle* (Schooner), aground, 8 Sep 1883. AT THE WRECKS - THE *LAURA BELL*, *PENSAUKEE*, ETC. [Special Telegram to the Inter Ocean.] Marquette, Mich, Sept. 12. Captain Vance, of Chicago, in the interest of the Insurance company; Captain Hastings, and others, among them your reporter, went to the stranded schooner *Laura Belle* today. She lies as she struck on a shoal full of large boulders in twelve feet of water eighty rods from shore. A large boulder lies under her, humping her four feet in the middle. Her starboard side is gone, her stern open, and bottom is probably gone, as the coal in her has sunk three feet. She lies slanting, and all out of shape. The water washes over her decks. The first breeze will blow her to pieces. Captain Vance will send an expedition tomorrow to strip her. J. W. Hall Great Lakes Marine Scrapbook, September, 1883.

The total loss of the Schooner *Laura Belle* with one life, is also announced as having occurred on Lake Superior on Friday last. The name of the unfortunate sailor was William Howell, of Kingston. The *Belle* was built at Toledo in 1870 and was 269 Tons burden. She had three masts and was valued at \$10,000. Detroit Report, Sept. 13, 1883.

**SHOO FLY** US-115022

1870, Toledo, Ohio, Navaugh or James Barr

Wooden Propeller Tug, 44.1' x 12.1' x 5.7', 12.77 Gross Tonnage

Abandoned in the St. Clair River in in 1921 and sunk. GMDB.

**YOUNG REINDEER** US-27586

1870, Toledo, Ohio, Lewis Zistel

Wooden Sidewheel Steamer, 59.2' x 12.8' x 3.6', 18.9 Gross Tonnage

July 13, 1870, license issued, she ran excursions to Cedar Point & Lake Erie Islands. In 1880 she was converted to a scow schooner. Abandoned in winter of 1885-86 and wrecked & burned, Sandusky Bay. GLDB.

**VELOCIPEDA** US-25815

1870, Toledo, Ohio, Bailey Brothers

Wooden Propeller Tug, 36 Gross Tonnage

Sold Canadian in 1873.

**FRED KELLEY** US-120074

1871, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 216' x 32.9' x 14.3', 665.88 Gross Tonnage

Launched as a barge and changed two weeks later to a schooner. In 1873 converted to a propeller.

*Fred Kelley* (Propeller), collision, 1 May 1875. The particulars of the disaster to the steam barge *Swallow* at Toledo have come to hand. On Tuesday afternoon, about 3:00, as the big steam double decker *Fred Kelley* was passing around the lake Shore Elevators into the channel leading up the bayou to the Dayton and Michigan elevator, she struck on the bar nearly opposite Walbridge's Elevator. The *Swallow* was lying in the dock, and had just finished taking in her load, and was closing down her hatches preparatory to starting off. The engineer of the *Fred Kelley* pulled the throttle wide open, and she passed over the bar with such speed that it was impossible to stop her, and she struck the *Swallow* amidships, staving a hole in her side just below the water line, it is supposed, and inflicting other injuries. Chicago Inter Ocean, May 7, 1875.

She was rebuilt May 11, 1894 and abandoned at Cleveland, Ohio in 1910. GLMD.

**MAPLE LEAF**

1871, Toledo, Ohio, Unknown Builder.

Wooden Schooner, 47.7' x 14' x 5', 28 Gross Tonnage

She was rebuilt in 1890 and registered Canadian in 1905. GLMD.



**MARY JARECKI** US-90271

1871, Toledo, Ohio, Bailey Brothers  
Wooden Propeller, 179.6' x 32.7' x 13.2', 502.80 Gross Tonnage

*Mary Jarecki* (Propeller), aground, 1 Jul 1883. Marquette, Mich., July 7. Nothing has been heard today from *Mary Jarecki*. Vesselmen say the strong northwest wind that has been blowing for twenty-four hours will break her to pieces. J. W. Hall Great lakes Marine Scrapbook, July 1883.

Cheboygan, Mich., July 10. The steambarge *Mary Jarecki*, on Point Sauble, Lake Superior, has been abandoned. She is raised amidships, and probably is broken, her boiler has shifted. One pump could not lower the water. The captain is here and the crew at the Sault. Everything possible will be saved. J. W. Hall Great lakes Marine Scrapbook, July 1883.

**RED CLOUD** US-110215

1871, Toledo, Ohio, Bailey Brothers  
Wooden Schooner, 2 Masts, 47.7' x 14.1' x 5', 17 Gross Tonnage

*Red Cloud* (Schooner), 29 Jan 1881. A SMUGGLER - Seizure of the Schooner *Red Cloud* and Arrest of her Captain. Sandusky, Jan. 29. -The schooner *Red Cloud*, owned by Bird B. Chapman, of Put-in-Bay Island, has been seized by the United States revenue authorities of this city on a charge of being a smuggler. Captain Chapman and one of his crew, a fellow named William Fick, had some dispute about wages the other day, and Fick made to certain parties some very damaging statements concerning Chapman and his crooked operations between Canadian ports and Put-in-Bay. These statements resulted in the seizure of the vessel, the papers, and the arrest of Chapman. A lot of woolen blankets, men's and women's wear of various kind, whisky, etc., were found stowed away in the boat. The manifest did not show that any such goods had been shipped from any port. They were, of course, smuggled. The arrest of Chapman and seizure of the boat created a great deal of comment hereabouts. Cleveland Herald, January 31, 1881.

Sold by Collector of Customs to William Dryen, Port Clinton, Ohio, May 1881. GLMDB.

**D. S. AUSTIN** US-6745

1872, Toledo, Ohio, Bailey Brothers,  
Wooden Schooner, 3 Masts, 135.2' x 26' x 13', 281.87 Gross Tonnage

*D. S. Austin* (Schooner), aground, 4 Oct 1887. Schooner *D. S. Austin* of 268 tons, Home port, Kenosha. Built 1872 and owned by Read. Classed as A 2. On October 4, 1887 vessel with a cargo of stone, went ashore on Lake Huron. Property loss, hull \$10,500. The Marine Record, Dec.15, 1887.

Detroit. The tug *Porter* has released the schooner *D. S. Austin* and taken her to Port Huron for repairs. The Marine Record, Oct. 20, 1887.

Port Huron. The tug *Porter* arrived here with the wrecked schooner *D. S. Austin*, which was ashore at Point Clark, Ont. She discharged her cargo of limestone, and went into Dunford & Alverson's dock to be repaired. Captain Mcleod, of the underwriters held a survey. Her bottom is badly used up. She will need almost an entire new bottom. The expense of releasing and repairs will be a good big bill. The Marine Record, Oct. 27, 1887.

*D. S. Austin* (Schooner), aground, 7 Nov 1898. The schooner *D. S. Austin* lies on the beach ¼ mile north of the Ludington piers and will be a total wreck. She carried a cargo of bulk salt for Chicago. She left Ludington on Monday morning in tow of the steamer *E. S. Tice*. Her anchors did not hold and she dragged ashore at 1 o'clock in the afternoon. The crew were rescued. She will probably go to pieces. Port Huron Daily Times, November 8, 1898.

**G. W. MULINIX**

1872, Toledo, Ohio, Edwards  
Wooden Tug Tow Boat, 6 Gross Tonnage

Not listed after 1879.

**GEORGE W. DAVIS** US-85251

1872, Toledo, Ohio, Bailey Brothers  
Wooden Schooner, 3 Masts, 135.8' x 26' x 11.3', 298.54 Gross Tonnage

*George W. Davis* (Schooner), 4 May 1872. A new schooner, recently built at Bailey's shipyard, at Toledo, will be launched this afternoon. She will be called the *George W. Davis* and will be commanded by Capt. Boyce. Buffalo Commercial Advertiser, May 4, 1872.

*George W. Davis* (Schooner), collision, 22 Jul 1887. Amherstburg. The barge *George Worthington*, of Detroit, was sunk Saturday night by a collision with the schooner *George W. Davis*, of Huron, off Colchester Reef, Lake Erie. The *Worthington* was light, and the *George W. Davis* was loaded with iron ore. The crew of the *Worthington* took to their boats and got aboard the *George W. Davis* and were all saved. The *George W. Davis* was brought here by the tug *Wilcox* with her stem sprung and her jibboom gone. One pump kept her free. She will be towed to Fairport. The *George Worthington* was built at Euclid by Treat in 1852, measured 220 tons, owned by Whittaker of Detroit and was valued at \$3,000. The Marine Record, July 28, 1887.

*George W. Davis* (Schooner), sunk, 27 Oct 1895. SCHOONER DAVIS LOST. Floated Out Into The Lake Above Port Maitland And Sank--Cargo And Boat a Total Loss. The schooner *George W. Davis*, ashore above Port Maitland, floated off the reef and drifted two miles down the lake, sinking in about 30 feet of water. The boat and cargo are a total loss. The tugs which had gone to her from Port Colborne were driven back by the gale, and it was impossible to save the old vessel. The *George W. Davis* was owned and sailed by Martin Elwin of Milan, O., and was worth \$6,000. She had a cargo of coal for Toledo. She was built in Toledo in 1872 and was rated A 2 with a tonnage of 284 tons. The crew of the DAVIS came to Buffalo yesterday. Buffalo Evening News, October 29, 1895.

**JOHN WESLEY** US-75491

1872, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 135.3' x 26' x 11.7', 302 Gross Tonnage

*John Wesley* (Schooner), 4 Apr 1872. At Toledo on Thursday afternoon, Skidmore & Abarrs' new schr. the *John Wesley*, was launched from Bailey's shipyard, making a fine launch. She is 300 tons, a full sized canaler costing \$22,000. Port Huron Daily Times, April 8, 1872.

*John Wesley* (Schooner), aground, 1 Sep 1883. The vessel ashore at Windmill Point turns out to be the schooner *John Wesley*, with iron ore from Escanaba bound for Black Rock. The crew is safe, but the vessel will probably be a total wreck. She is valued at \$12,000; insured for \$10,000. Marine Record, September 27, 1883.

John Quinn, the Detroit Diver, has made a contract to release the schooner *John Wesley*, ashore at Windmill. He is to begin operations at once. The wrecking expedition is now on the way from Detroit. Marine Record, Oct. 25, 1883.

Buffalo, N. Y., Nov., 6. The schooner *John Wesley*, recently ashore at Wind Mill Point, has been thoroughly examined while in dry-dock here. Her bottom is badly splintered, and hull otherwise well wrecked. J. W. Hall Great Lakes Marine Scrapbook, November, 1883.

*John Wesley* (Schooner), aground, 7 Sep 1901. Harbor Beach, Sept. 8 - The schrs. *John Wesley* and *Vienna* went ashore last night about a mile south of the breakwater in the dense smoke and heavy north gale. The crews were taken off by the lifesavers in their surf boat. Both ships were bound up light. The *John Wesley* struck on a rocky bottom and may be a total loss. The *Vienna* can be taken off easily without much damage. Buffalo Daily Courier, September 9, 1901.

**P. B. LOCKE** US-20416

1872, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 135.9' x 26' x 11.4', 285 Gross Tonnage

*P. B. Locke* (Schooner), aground, 10 Sep 1881. ACCIDENTS. Detroit, Sept. 14. Tug *Annie Dobbins* arrived today, with the schooner *P. B. Locke*, coal laden, which struck the reef at Detour on Saturday evening, and was beached to prevent sinking. She was pumped out by a steam pump and brought here for repairs. The barge *Jennie Lind*, is aground at the head of Herson's Island. Tug *Quayle* is working at her. Cleveland Herald, September 15, 1881. Sold Canadian in 1901.

November 1, 1912 3 miles off Port Hope, Ontario, Lake Ontario. In tow of the steamer *Juno*, she foundered in a gale under Scarborough Bluffs, off Toronto, Ontario. Master: Capt. D. M. Vicker. Swayze.

**A. ANDREWS, JR.** US-105340

**PALLISTER**

1873, Toledo, Ohio, Bailey Brothers

Wooden Propeller Tug, 67.8' x 15' x 6.2', 34 Tonnage Gross

A. Andrews, Jr.1873-1900, *Pallister* 1900-1917

July 19, 1900. Name changed to *Pallister*. Sunk several years Dunford & Alverson yard, Port Huron, Michigan. Raised & abandoned in 1916. GLMD.

**ABBIE L. ANDREWS** US-105224

1873, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 136.1' x 26.1' x 10', 290.29 Tonnage Gross

*Abbie L. Andrews* (Schooner), 16 Dec 1902. The Schooner *Andrews* - Hamilton, Ont., Dec. 16. - The schooner *Abbie L. Andrews*, which left Charlotte last Thursday, coal laden, in tow of the steam barge *Resolute*, bound for Deseronto, arrived here yesterday in a badly disabled condition, after terrible suffering of the crew. Near Kingston the *Andrews* broke away from the *Resolute* and since then the crew have had a terrible fight for their lives, and when she arrived here she had a coating of ice six inches thick and was almost destitute of anything in the shape of a sail.

It will be impossible for her to proceed to Deseronto and local dealers will take her coal. Oswego Daily Palladium, December 16, 1902.

Sold Canadian in 1907. Laid up Kingston inner harbor grave yard, June 1920 and scrapped in 1938. GLMD.

**BELLE** US-2936

1873, Toledo, Ohio, George Ricketts

Wooden Propeller Tug, 6.13 Gross Tonnage

**BESSIE SMITH** US-2852

1873, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 200' x 35' x 15', 723 Gross Tonnage

*Bessie Smith* (Schooner), 11 May 1873. The *Bessie Smith* is one of the largest schooner barges which floats the lakes. She passed this way on Saturday. She was built at Toledo for the firm of Shepaerd, Henry & Co., and intended to do duty as consort to the stmr. *Fred Kelly* in the iron ore trade. Her estimated carrying capacity is said to be 1,400 tons and her customs measurement will not vary far from those figures. In model and design throughout this vessel fully equals any other craft which has passed here this season. She has 3 masts with headstays leading direct to her knightheads, but has no bowsprit. She is a noble ship. Detroit Free Press, May 11, 1873.

*Bessie Smith* (Schooner), aground, 1 Nov 1873. The wreckers who have just returned from Lake Michigan report the *Bessie Smith* a total loss at Beaver Island. Two steam pumps of the largest caliber were put on board of her and worked to their utmost capacity, but without avail and the work of raising her was about to be abandoned. As is already known, the *Bessie Smith* was a consort vessel to the stmr. *J. Kelley*, and owned by the same transportation company. Her carrying capacity was upwards of 1,500 tons, and at the time of going ashore had about that quantity of ore on board. She came out new the present season, and was a staunch built vessel. Detroit Free Press, November 13, 1873.

**E. R. WILLIAMS** US-8987

1873, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 137.2' x 26' x 11.6', 293 Gross Tonnage

*E. R. Williams* (Schooner), lost anchor & chain, 19 Nov 1887. Escanaba. The schooner *E. R. Williams*, coal laden, on arriving here reported the drowning of one of the sailors, Henry Roxburgh, about eight miles from Poverty Island. Roxburgh and another sailor were at the foremast unfurling the topsail when he was missed by the other sailor, who sang out that Harry was overboard. The vessel was going through the water very fast, it was very dark, and he was never seen after he fell. Roxburgh was a married man with a home in New York, and shipped at Cleveland this trip. The *E. R. Williams* came to anchor off Peninsula Point that night and lay there until she parted her chain, losing her big anchor and seventy-five fathoms of chain. The Marine Record, Nov. 24, 1887.

September 22, 1895 near St. Martin's Island, Green Bay, Lake Michigan. Bound Escanaba for Toledo in tow of steamer *Santa Maria*, she foundered in a gale. Her lights just disappeared to her tow steamer. Her crew abandoned in the yawl and spent a harrowing night on the open lake. Later they were picked off Summer Island by the steamer *Osceola*. The next day the wreck of the *E. R. Williams* was located off the island by her masts sticking up above the surface. Master: Capt. Huntoon. Owner: W. L. Fay, Elyria, Ohio. Swayze.

**JOHN H. STEVENS** US-75601

1873, Toledo, Ohio, George R. Rogers  
Wooden Propeller Tug, 11.12 Gross Tonnage

She was launched at the foot of Adams Street, Toledo, Ohio, in 1873. Abandoned in 1889. Metzler.

**M. R. WARNER** US-90480

1873, Toledo, Ohio, Bailey Brothers  
Wooden Schooner Barge, 3 Masts, 199.3' x 34.3' x 14.4', 699.95 Gross Tonnage

November 3, 1893 off Sand Island, near Bayfield, Lake Superior. Consort of steamer *Superior*, she broke loose and went ashore in a gale after drifting halfway up the lake. She broke up the following March after several salvage attempts failed. Out of Cleveland, owned by M. A. Bradley. She was a major salvage job taking several weeks after stranding near Rock Falls, Michigan, Lake Huron, in October, 1874. Swayze.

**NIMROD** US-18773

1873, Toledo, Ohio, Bailey Brothers  
Wooden Schooner, 172' x 32' x 13', 559 Gross Tonnage

*Nimrod* (Schooner), sunk by collision, 1 Nov 1874. The new schr. *Nimrod* collided yesterday morning with the new schooner *Michigan*, off Port Stanley and sunk in 80 ft. of water. She had on 37,000 bu. corn, consigned to Bruce & Chambers and March & Sternberg. The *Nimrod* was valued at \$40,000, and owned by Milan parties. She was insured for \$20,000. The cargo was fully insured. The *Michigan* was not injured. The crew of the *Nimrod* went ashore in a small boat and were taken to Port Colborne by the bark *Grantham*. The captain reports that the *Michigan* never stopped to see if any help was wanted. Buffalo Commercial Advertiser, November 10, 1874.

*Nimrod* (Schooner), sunk by collision, 1 Nov 1874. It appears that the schooners, *Michigan* and *Nimrod*, in their late collision on Lake Erie, did not see each other until they were only about 40 rods apart. It was early morning, dark and smoky at the time, and the wonder is that the collision was not more serious than it was. The *Nimrod* was struck a glancing blow, which the captain of the *Michigan*, supposing to be no greater than he sustained, passed on. It is doubtful if he could have found the *Nimrod* had he tried, for the vessels were almost immediately out of sight of each other in the smoke and darkness. From the time of sighting the *Nimrod* until the collision was little more than 15 seconds. Buffalo Commercial Advertiser, November 14, 1874.

**ST. PETER** US-115232

1873, Toledo, Ohio, David F. Edwards  
Wooden Schooner, 3 Masts, 135.7' x 26' x 12.1', 290 Gross Tonnage

*St. Peter* (Schooner), 24 May 1873. Added to the innumerable host which have passed this way the present season is the fine 3 masted schooner *St. Peter*, hailing from Toledo. Although not the largest of her class, yet she possesses all the perquisites and adornments of a beautiful get up vessel. Her dimensions are as follows: Length over all 140 ft., 26 ft. breadth of beam, and 12 ft. depth of hold, with a carrying capacity of 18,000 bushels. She cost \$26,000. Her spars are well proportioned and her model good. She is owned by G. R. Williams & Co., of the above city and is now on her maiden voyage. Detroit Free Press, June 22, 1873.

*St. Peter* (Schooner), sunk, 1898. No Trace Found of Mrs. Griffin. Unsuccessful Search of the Sunken *St. Peter*. Lake Diver Matoll makes Two Descents to the vessel, but Could Find Nothing of the Woman Supposed to have Been Imprisoned in the Cabin.

The tug *Jon Navagh* of Oswego, Captain Scott, having on board *W. D. Allen* of the South Shore Wrecking Company, Coroner C. J. Vowinkle, Henry Matoll, a lake diver, and Miss Ann Griffin of Toledo, Ohio, were at Sodus Point this afternoon after making two attempts to find the body of Mrs. Griffin, wife of Captain John Griffin of the schooner *St. Peter*, who was drowned when that boat was wrecked last fall about seven miles west of Sodus Point in Lake Ontario and sank during a raging storm.

The boat was loaded with coal and had on board, it was reported, besides Captain and Mrs. John Griffin, three sailors, who were drowned. Captain Griffin was picked up in a dazed condition by the life saving boat from Charlotte and has never recovered from the shock.

Miss Griffin, who stands the expense of the search for her mother's body, was of the opinion that she had been caught in the cabin. She had several hundred dollars and several valuable rings on her person, and it was for this as well as the body that the search was instituted. Diver Matoll yesterday afternoon made the first trip down to the

wrecked boat. He went down 104 feet and had considerable difficulty in keeping his air lines from fouling and becoming entangled in the rigging.

Much interest has been shown by the people of Sodus Point to see the diving people and many went in yachts to witness it. The diver found that the cabin had been torn off from the deck and that the vessel lay northeast with two spars gone owing to rough water, it was decided to make another attempt this morning.

This morning the diver entered the remaining portion of the cabin and found that the stove had been turned over, but could see nothing of the body of Mrs. Griffin. Several pieces of the wreck were secured and the tug returned to Sodus Point.

If Mrs. Griffin was in the cabin when the vessel went down, the cabin was probably wrecked after her body had been washed away. The arm recently picked up by Mrs. E. V. Peirson of Newark on Lake Bluff is believed to have been part of Mrs. Griffin's body, and as no remains of the three sailors reported to have gone down with the *St. Peter* have yet been found it is the opinion of many Sodus Pointers that the captain and his wife were endeavoring to run the vessel on her last trip of the season without aid and that the lack of help accounted for the wreck. Syracuse (N.Y.) Post Standard, July 27, 1899.

**WABASH** US-80402

1873, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 2 Masts, 140' x 20' x 12', 315.44 Gross Tonnage

*Wabash* (Schooner), 19 Nov 1873. The schooner *Wabash*, a new vessel arrived in port yesterday afternoon from Toledo, on her first trip, with 24,504 bu. of corn. She was built during the spring and summer at Messrs. Bailey Bros., yard, Toledo, under the immediate supervision of Capt. H. M. Allen, an old and experienced navigator. Her dimensions are 138 ft. keel, 26 ft. beam, 12 ft. hold. Her outfit throughout was furnished by Messrs. Locke, Austin & Sparks, of this city, and is first class in every respect. The cable is large and beautifully furnished. She is a 2-masted canal vessel, classes A1; is owned by Messrs. Curtin & Brainard and Capt. H. M. Allen, of Toledo, Cat. Allen reports her as working and sailing very satisfactorily. With her large cargo she drew only 10 ft. 10 inches of water; will carry 20,000 bu. wheat through the Welland Canal on draft of 10 ft. Buffalo Commercial Advertiser, September 11, 1873.

*Wabash* (Schooner), aground, 17 Nov 1883. The tug *Samson*, with the schooners *C. H. Johnson* and *C. G. King* arrived here on Sunday. They left the schooner *Wabash* on the beach near Pictured Rocks, having gone on Thursday afternoon. She will probably prove a total wreck. The entire crew was rescued by the tug *Samson* on Friday. They were almost exhausted by exposure, as they had no shelter the cabin being washed away. The *Wabash* is owned by Messrs. E. H. Benham, Thomas Murphy and others of Cleveland, is ten years old, registered 315 tons, rates A 2 and is valued at \$10,000. Insured in the Mechanic's & Traders of New York for \$6,000. Captain Ramage of the *Samson* died shortly after reaching port, of heart disease. Flags on all shipping in the harbor are at half mast. Marine Record, Nov. 22, 1883.

**WILIAM E. ROONEY** US-80401

1873, Toledo, Ohio, Thomas Brace

Wooden Propeller Tug, 40.9' x 12.8' x 4.2', 11.49 Gross Tonnage

Sold Canadian 1908, she was dropped from documentation in 1942. Metzler.

**BELLE HANSCOMB** US-2903

1874, Toledo, Ohio, John Emery Bailey

Wooden Schooner, 3 Masts, 138.8' x 26.8' x 11', 294 Gross Tonnage

*Belle Hanscombe* (Schooner), 1 May 1874. Launch. A three masted schooner was launched from Bailey's shipyard at Toledo, and named *Belle Hanscombe*. Her dimensions are as follows: 143 feet length; 26 feet beam; 11 feet 9 inches depth, and 23,000 bushel capacity. Toronto Globe, May 8, 1874.

*Belle Hanscomb* (Schooner), sunk, 23 Nov 1891. A private dispatch received this morning from Detroit by vessel Broker John L. Crosthwaite states that the unknown vessel reported in distress in Lake Huron, off Lexington, was the schooner *Belle Hanscomb*, and that she had foundered. The *Belle Hanscomb* was built in Toledo in 1874. She was of 280 tons register, rated A 2, and was valued at about \$6,000. Buffalo Enquirer, November 25, 1891.

*Belle Hanscomb* (Schooner), condemned in 1901. Among the hulks that have found their way to the "boneyard" of the Reid Wrecking Company at Sarnia are the *Rube Richards*, the *Yakima*, the *Belle Hanscomb*, the *Pabst* and the

tug *Detroit*. These hulks were recovered by the Reid's from various places along the lakes. Buffalo Evening News, September 19, 1908.

**DANIEL E. BAILEY** US-6875

**IRON CITY**

1874, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 3 Masts, 187.3' x 36.1' x 14.3', 648.12 Gross Tonnage

*Daniel E. Bailey* (Schooner), collision, 20 May 1876. ACCIDENT. The schooner *Isabelle Sands*, wheat laden from Port Washington for Buffalo, reached here yesterday in a damaged condition. When off Point aux Becs Scies, about nine o'clock Saturday morning, weather very thick, a large schooner, which proved to be the *Daniel E. Bailey*, downward bound from Chicago, was discovered almost dead ahead. She, striking the *Sands* a glancing blow near the mizzen rigging on the starboard side, taking out two shrouds and a chain-plate, and breaking the main crossrees. The shock also threw one of the *Bailey's* anchors from her bow upon the cabin of the *Sands*, breaking several planks, and in going over the stern it carried away a davit, while one of the flukes went through the bottom of the small boat. So says the Milwaukee Sentinel of today. Cleveland Herald, May 25, 1876.

*Daniel E. Bailey* (Schooner), 1 Mar 1887. Cleveland. The name of the schooner *Daniel E. Bailey*, has been changed to *Iron City*. Her tonnage is 615 gross. The Marine Record, April 7, 1887.

*Iron City* (Schooner), collision, 3 May 1913. Buffalo, N.Y., May 9. The schooner *Iron City* of Tonawanda, which was sunk in the St. Clair River last Saturday by the steamer *Thomas F. Cole* of the Pittsburgh Steamship fleet, will probably be dynamited. As she is now lying at the head of Harsen's Island, with only her spars above water, she is a menace to navigation. She extends two-thirds of the way across the channel. Duluth Herald, May 9, 1913.

**E. K. HART** US-135057

1874, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 100.6' x 20.4' x 7', 75.32 Gross Tonnage

Home Port: Oak Orchard, New York. Changed owners in 1885 and may have gone to the east coast.

**J. E. BAILEY** US-75646

1874, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 2 Masts, 127.1' x 25.8' x 10', 195.65 Gross Tonnage

*J. E. Bailey* (Schooner), aground, 8 Oct 1884. *J. E. Bailey* Schooner. Home port, Milwaukee. On Oct. 8, 1884 vessel, with a cargo of wood, went ashore at Gill's Pier, Lake Michigan, and became a total loss. Loss to cargo \$500. Loss to hull \$6,000. Insurance \$5,000. Disasters to Lake Shipping, 1884.

**GEORGE W. ADAMS** US-85393

1875, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 4 Masts, 231.4' x 40.3' x 20', 1443.79 Gross Tonnage

*George W. Adams* (Schooner), 23 Apr 1875. The launching of the mammoth schooner *George W. Adams* occurred at Bailey's shipyard, Toledo, Wednesday, and was witnessed by a large crowd. She is the largest sailing vessel on the lakes in point of carrying capacity. Her keel is 235 ft. long, deck 250 ft. long and 40 ft. wide. She will have 4 masts and spread about 4,000 yards of canvas. As she sits in the water now she draws 5 ft. forward and 6 ft. aft. Her rigging will probably bring her down to 6 ft. all around. She will carry 80,000 bu. wheat. It has taken 600,000 ft. of lumber to build her. The builders started in with the product of 300 trees in the shipyard, and they have bought a very large quantity since so it can be seen that she represents quite a little forest. The nails, bolts, etc. in her weigh over 70 tons. Buffalo Commercial Advertiser, April 23, 1875.

*George W. Adams* (Schooner), 1 Jul 1881. "THE DOWS LITTLE SISTER" - SHE PROVES THE LARGEST CARRIER. There is great rivalry between the masters and crew of the monster schooners *David Dows* and *George W. Adams*. The *Dows* measures 1,481 tons, and the *Adams* 1,444 tons, the *Dows* being 37 tons the largest, according to the Custom house measurement. The *Dows* is larger, but has not so much beam as the *Adams*. When the *Dows* first came out, it was reported by the builders and the owners [the same parties built and own both craft] that she would be considerably the largest carrier. Indeed the captain and crew of the *Dows* have been calling the other her 'little sister.' All this must be changed now. It is the *Dows* that is the *Adams* 'little sister.'

When they loaded oats, on the last trip, the *Adams*, to the surprise of all, took the greatest number of bushels. Captain Shelden, of the *Dows*, insisted however, that the oats she loaded were very light and occupied more space

than they otherwise would. "When the *Dows* and *Adams* load heavier stuff," continued Captain Shelden, "it will be seen which is really the largest carrier."

Well, now they have loaded heavier stuff - corn - and there is another surprise for Captain Shelden and the builders and owners. The *Dows* took 81,065 bushels of corn and the *Adams* 81,738 bushels, the *Adams* having 673 bushels the largest cargo. It is thus seen that as between these two craft the *Adams* takes the cake and the *Dows* is the "little sister." The J. W. Hall Great Lakes Marine Scrapbook, April/July, 1881.

*George W. Adams* (Schooner), sunk by ice, 11 Dec 1895. GOOD BYE TO THE ADAMS. Thomas Murphy, president of the Michigan Wrecking & Salvage Co., is back in the city after having blown up the wreck of the big schooner *George W. Adams* off Colchester. It was not, as had been stated, directly in the path of vessels, but a mile and a half to the northward of the Passage. "There are now 25 feet of water over the wreck."

The *Adams* was at one time one of the largest schooner carriers on the lakes, holding that record with the *David Dows* up to the time of the *Golden Age*, which came out in 1883. The *Adams* was a wooden schooner, carrying four masts, but never full rigged, as was the *David Dows* at one time. She registered 1,372 tons, was built by Bailey Bros, in Toledo in 1875. Had been rebuilt by Corrigan, of Cleveland, her last owner, and in other ways kept up to the times. She was a big carrier -- equal to 2,400 tons of coal on 16 feet. Her beam was 40 feet, which for the day of her construction was considered enormous; her other dimensions were: Length 231 feet; depth 18 feet.

At the time of her last mishap she was bound up with coal in tow of the steamer *Caledonia*, also of the Corrigan fleet. They encountered an ice field off Colchester, and in attempting to go through it the schooner was cut down. While not entirely a menace to passing vessels, it is as well she is out of the way. Milwaukee Library Scrapbook, June 15, 1897.

**HOPE** US-95468

1876, Toledo, Ohio, Builder Unknown  
Wooden Propeller Tug, 42' x 11' x 5', 11.39 Gross Tonnage

Changed owners in 1896 at Marquette, Michigan. No further information.

**H. C. THATCHER** US-42560

1879, Toledo, Ohio, Builder Unknown  
Wooden Scow Schooner, 76.6' x 19.4' x 4.5', 37.09 Gross Tonnage

July 25, 1884 in harbor at Toledo, Ohio. She burned and sank in the harbor with a loss of three lives. She was declared total loss, but was later recovered. Has the number of an unrigged barge, probably built as such. She was converted to a propeller after this accident. Gone by 1894. Swayze.

**ANNIE ROBERTSON** US-105892

1880, Toledo, Ohio, Builder Unknown  
Wooden Propeller Tug, 51' x 13.5' x 6.3', 18.47 Gross Tonnage

Abandoned in 1898 at Sandusky, Ohio.

**R. HALLARAN** US-110434

1880, Toledo, Ohio, Bailey Brothers  
Wooden Schooner, 189.1' x 36.6' x 16', 698.2 Gross Tonnage

*R. Hallaran* (Schooner), sunk, 2 May 1900. SCHOONER WENT DOWN - HALLARAN SANK OFF STANNARD ROCK YESTERDAY. CREW RESCUED BY THE MEN ON THE STEAMER DRAKE. Heavy Seas Had Caused a Leak Too Big To Stop. Marquette. May 2. --The schooner *R. Hallaran*, bound down Lake Superior, with a cargo of ore, in tow of the steamer *Drake*, sank eight miles off Stannard Rock at 7 o'clock this morning in the heavy northwest gale and snowstorm. The crew, consisting of seven men and a woman cook, were rescued after heroic work by the crew of the *Drake*.

The *Drake* and *Hallaran* took on a cargo of iron at Two Harbors and were bound for Conneaut. Capt. Nicholson, of the *Drake*, reports that about 11 o'clock last night a heavy sea rose, causing the schooner to labor so heavily that the course was changed so that the schooner would ride easier and at the same time run for Marquette for shelter. Soon after the crew of the *Hallaran* blew a distress signal and through the megaphone notified the steamer that their vessel had sprung a leak and that water was making so rapidly in the hold that the pump would not keep the

schooner free. A line was cast off from the steamer and she went back to take off the crew from the sinking schooner. The crew of the *Hallaran* launched their yawl and were drawn alongside the *Drake*.

After all had been taken aboard but the captain of the schooner, the *Drake* drifted down, and crushed the yawl against the schooner's side. The captain of the *Hallaran* had taken the precaution to tie a line around his waist and he was finally hauled aboard the steamer, not, however, without suffering injuries to his lower limbs. The woman cook was also slightly injured.

The *Hallaran* did not sink immediately, and the *Drake* cruised around in the vicinity, but at 7 o'clock this morning the vessel disappeared in the fog and is supposed to have sunk. The *Drake* continued the search until 11:30 o'clock, when she turned and came to Marquette without having been able to discover a trace of the lost boat.

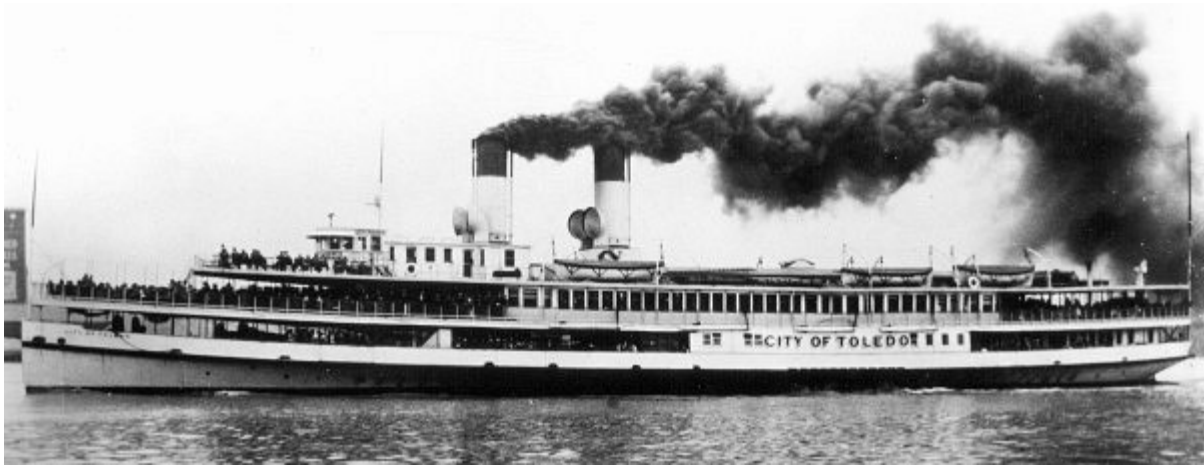
The *Hallaran* was 189 feet long and had a tonnage of 698. She was built in 1880 and was largely rebuilt last winter. She was owned by Corrigan, McKinney & Co., of Cleveland. Milwaukee Library Scrapbook, May 3, 1900. IS THERE MORE TO TELL? VESSELMEN CANNOT UNDERSTAND THE *FOSTER* FOUNDERING STORY - IT SEEMS IMPOSSIBLE THAT SHE DOVE TO THE BOTTOM, AS RELATED - HOW THE DEMON OF DISASTER HAS FOLLOWED CORRIGAN THIS YEAR. The name of one of the seamen lost with the *Charles Foster* is probably Fred Lee, an Englishman. The schooner passed this port, bound up, November 21, in tow of the *Iron Duke*, it being the first part of the trip which proved to be her last. Corrigan, her owner, telegraphed from Cleveland to Capt. J. W. Westcott to buy a new yawl and ship one man. Lee was engaged, and as the tow passed, he sculled the yawl out to the *Foster* and was taken aboard, together with the yawl. He was a young man, heavy and well-built, but of course nothing is known of his relatives or friends. It is thought certain here that he stayed on the boat after clearing for the down trip, as is the custom of many sailors going to Lake Superior, especially this time of the year, unless they intend to take to the lumber woods, which very few do.

The story of the foundering, as told by Capt. Ashley, of the steamer, sounds odd to local vessel men. The mysterious part of it is the allegation that without the slightest previous warning the schooner made one big dive and shot straight to the bottom, to be seen no more. How a vessel 225 feet long, fully loaded, with three heavy masts, could find space enough between two waves to dive to the bottom is the statement that makes people doubtful. Even on the ocean it would be hard to conceive such a formation of the waters, let alone a little pond like Lake Erie, where the seas are short and choppy compared to the big upper lakes.

The condition of the schooner is considered her to have been good; otherwise she would not have been able to obtain the insurance which expired December 1 at noon. After she was brought back from the coast, and passed into the hands of James Corrigan, he spent a lot of money in making the repairs necessary to give her a good rating. Nobody accuses him of overloading her, a charge commonly made against the older class of vessels this year, for, being unable to get an insurance extension, except at prohibitive rates, he would be very likely to load her in the best possible trim to make her ride the seas well. Vesselmen are agreed that while the *Foster* was seaworthy, yet craft of her class should never be out after November 25, at the furthest, and the careful owner lays them up even before that date.

James Corrigan will probably remember the year 1900 as long as he lives. He began the navigation season with the foundering of the schooner *R. Hallaran*, under similar circumstances, on Lake Superior, with the loss of several lives. She was a smaller boat than the *Foster*, and insured for part of her value. The capsizing and foundering of the schooner-yacht *Idler* off Cleveland with Mr. Corrigan's wife and several daughters, was one of the noted disasters of the year in this country. About the same time he got an adverse verdict in a lawsuit against John D. Rockefeller for \$1,200,000 he claimed was due him on some mining property. Several of his vessels, other than the two mentioned have gone ashore and been otherwise injured this season. The demon of disaster has scarcely left him this season. Detroit Free Press, December 11, 1900.

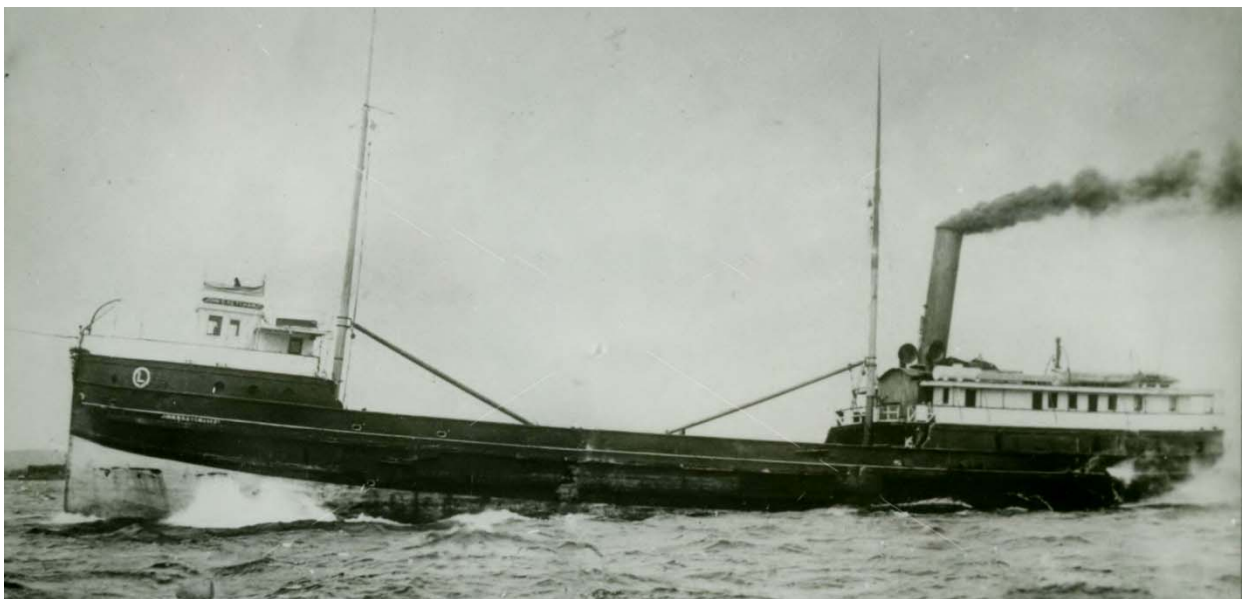




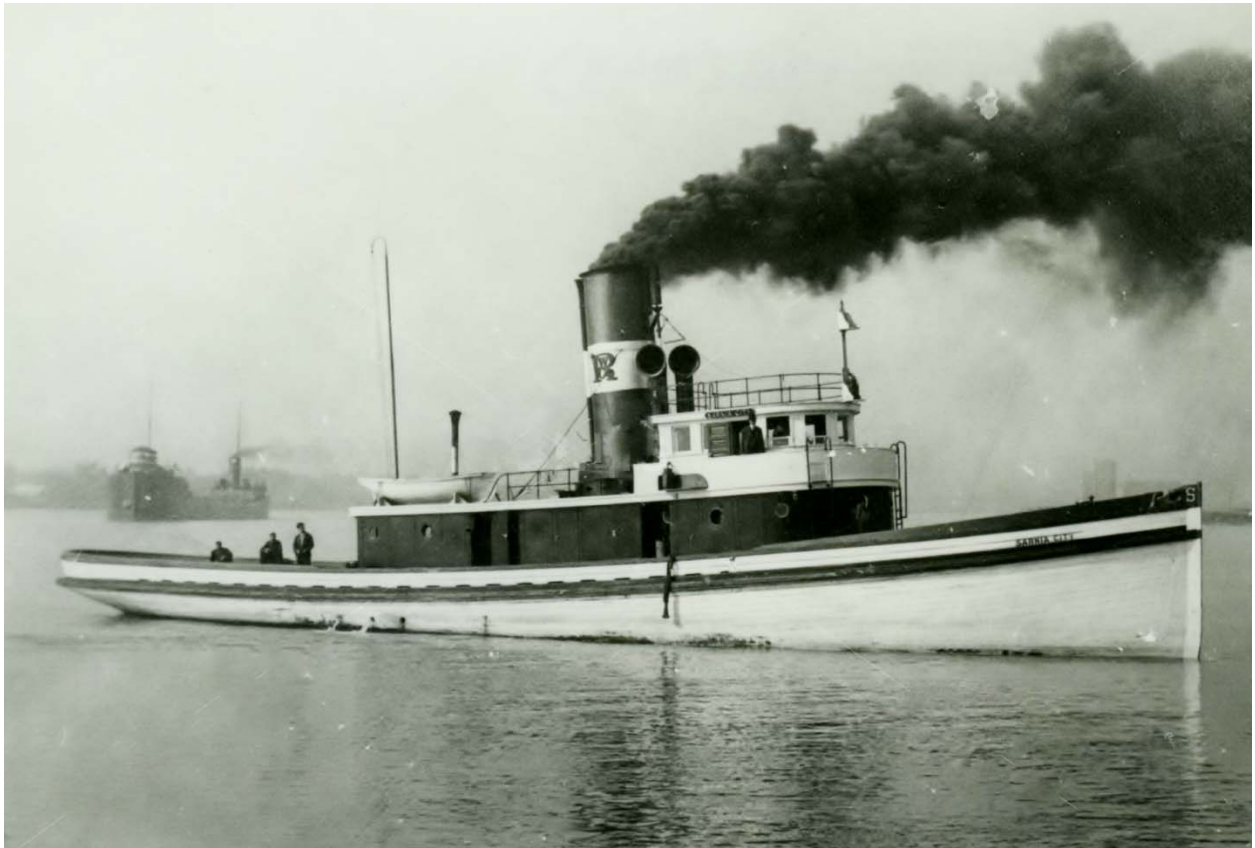
*City of Toledo*, 1891, Toledo, Ohio, Craig Ship Building Company



*Ann Arbor No. 2*, 1892, Toledo, Ohio, Craig Ship Building Company



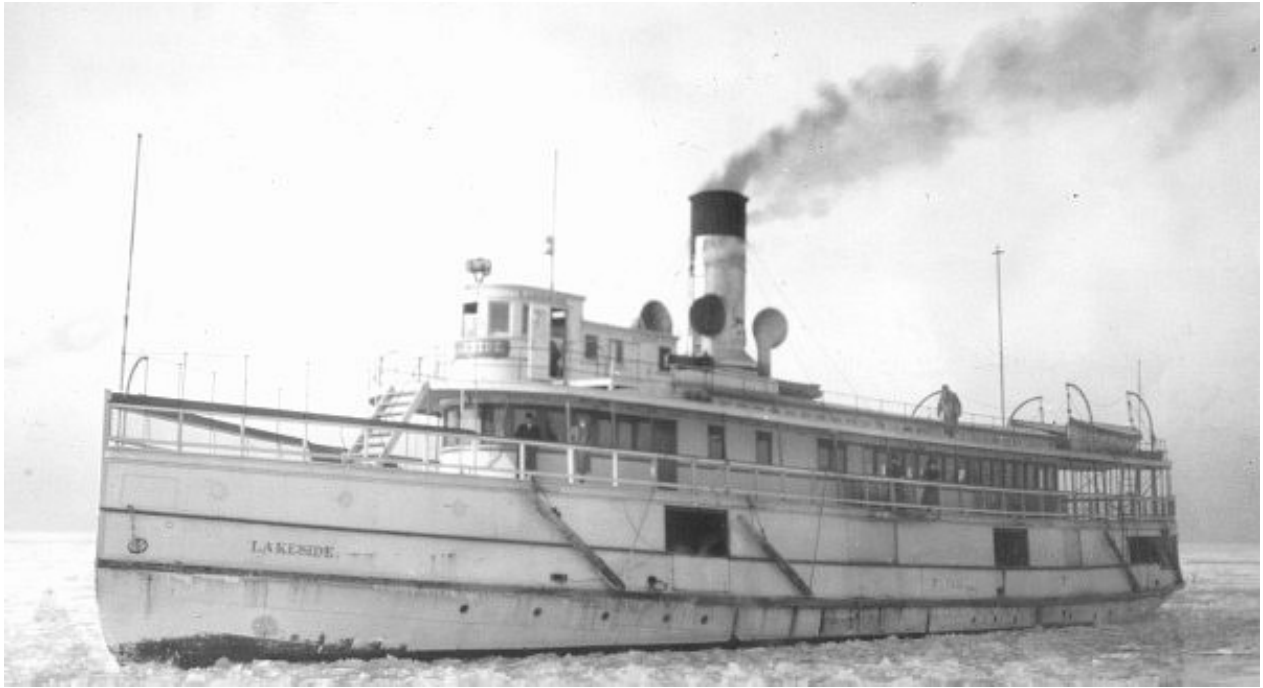
*John B. Ketcham 2D*, 1892, Toledo, Ohio, Craig Ship Building Company



*Detroit*, 1893, Toledo, Ohio, Craig Ship Building Company



*Shenango No. 1*, 1895, Toledo, Ohio, Craig Ship Building Company

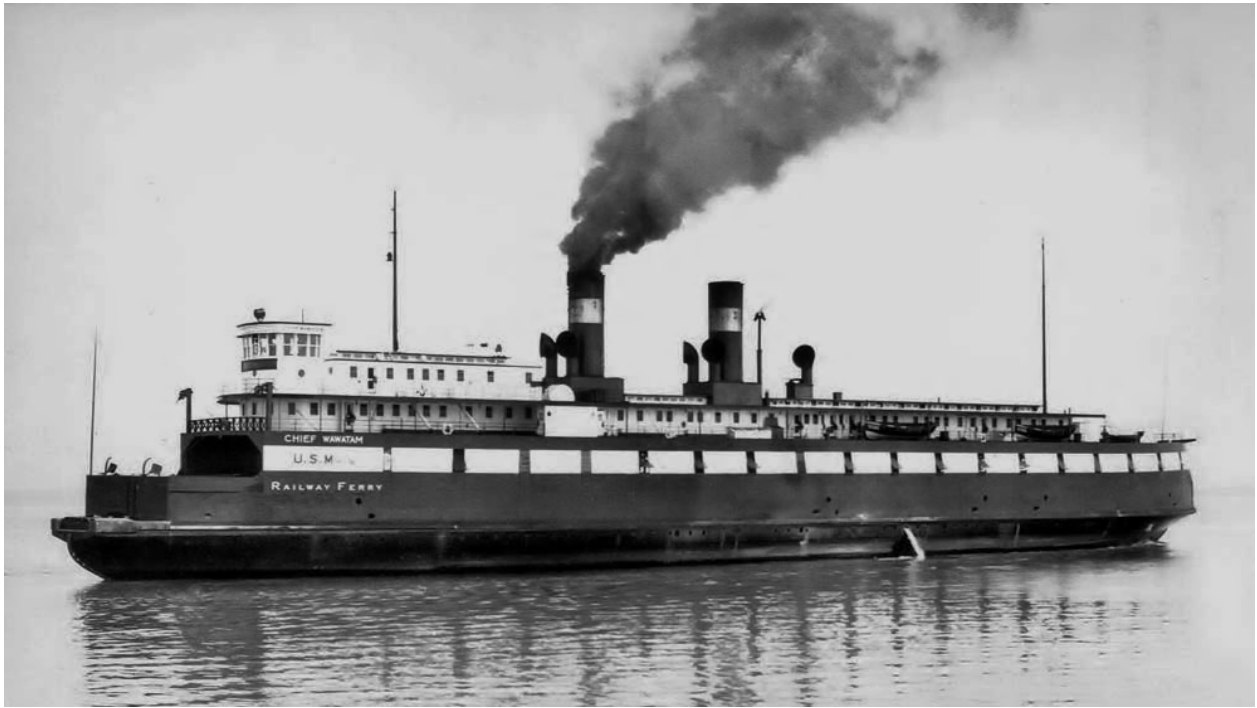


*Lakeside*, 1901, Toledo, Ohio, Craig Ship Building Company



*City of South Haven*, 1903, Toledo, Ohio, Craig Ship Building Company





*Chief Wawatam*, 1911, Toledo, Ohio, Toledo Ship Building Company



*Thousand Islander*, 1912, Toledo, Ohio, Toledo Ship Building Company



*Twilite*, 1916, Toledo, Ohio, Toledo Ship Building Company



*Lake Catherine*, 1918, Toledo, Ohio, Toledo Ship Building Company



*John W. Boardman*, 1923, Toledo, Ohio, Toledo Ship Building Company



*Wabash*, 1927, Toledo, Ohio, Toledo Ship Building Company



*Thomas W. Lamont*, 1930, Toledo, Ohio, Toledo Ship Building Company

**DAVID DOWS** US-157029

1881, Toledo, Ohio, Bailey Brothers

Wooden Schooner, 5 Masts, 265.4' x 37.6' x 18.1', 1418 Gross Tonnage

*David Dows* (Schooner), 4 Apr 1881. A LAUNCH AT TOLEDO. Toledo, April 21. This afternoon a vast crowd of people that could only be estimated by acres, gathered at the extensive ship yard of Bailey Brothers, for the purpose of witnessing the launching of the mammoth schooner *David Dows*. The monster craft was built for Mr. M. D. Carrington, of the commission firm of Carrington & Casey, of this city, and will engage in the grain trade of the lakes.

At precisely 4:30 o'clock this afternoon every prop and stay was cleared away, the word was given, and the *DOWS* slid gracefully into her native element, with probably 200 persons on deck. Not a single slip or accident occurred, and the shrill whistle of tugs and other craft announced the success of the event, while cheers from thousands of throats rent the air in congratulation of the grand triumph.

The *David Dows* is, in all respects, the largest mast vessel ever launched at a lake port, or that ever sailed the waters of the great chain of lakes. She measures 278 feet in length, is 287 feet over all, 29 feet beam and 20 foot hold. It is claimed that she will not only be the largest, but the strongest and most substantial craft on the lakes, and the many careful steps taken in her construction to secure strength would seem to indicate this latter point. Her floor timbers along the keel are 12 x 7 inches, tapering down to 4 x 6. Her planking is unusually heavy, ranging from 4 to 7 inches inside and out. Among other precautions for strength is an iron strap belt 8 x 1 inches around her on the outside of the timbers and inside of the planking, and diagonal belts 4 x 5/8 inches. She has two center boards, 27 and 25 feet long, respectively, three keelsons, 16, 14 and 12 feet, and shifting bulkheads. She has five spars, four of them full rigged and the foremast square rigged. In her construction nothing but the most perfect timber has been used, it all having been culled over carefully after reaching the yard. Most of the material for the hull comes from this section of the State, a great deal of it being taken from the woods a few miles east of Ironville, while part of it comes from along the line of the Wabash Road, a few miles southwest of the city. In general, it can be truly said that every means that could have been thought of have been used to give strength, solidity and durability. The total cost of the wood-work is about \$78,000. All of the work has been done by the Bailey Brothers under the superintendence of Captain Skelton, who will command the vessel.

The *David Dows* will carry between 5,000 and 6,000 yards of canvas, and from this fact alone an idea of her proportions can be gained. She is, as stated above, square rigged forward, has foresail, mainsail, mizzensail, jiggersail, and jiggermastsail, foregaff topsails, two topstaysails, one square sail, upper and lower topsails, and a multitudinous number of sails, some of them being made and manned especially for the *DOWS*. There are 400 yards of hatch covers alone. The contract for rigging the vessel was let to the Messrs. Wilcox Bros., and the price paid will be about 16,000.

On deck she presents a sight massive as it is grand. Her eight hatches are well protected, as one would suppose, and every pin, spike or rope has its own particular and peculiar place. The forecastle forward is a spacious compartment, well lighted, and ventilated, and having eight bunks all sizeable and serviceable. The ice and provision house is located amidships, if finished in the best possible manner and provided with arrangements for keeping rations in a good, sound state.

Her cabin appointments are the finest of any boat on the lakes. The large dining room, captain's room, pantry, and other compartments are handsomely grained and will be provided with all modern furniture ready for use and comfort. The artist who did the decorative work has indeed made it his masterpiece, and this may be said of the entire painting done on the boat. J. W. Potts was the contractor who performed this part of the work, and he has given great satisfaction in all respects.

The carving is another feature deserving of special mention. The figurehead represents a dragon, massive in proportions, being twenty-four feet long from tip to tail, handsomely gilded and well put on. The stern also bears the work of the carver, the scrollwork and name all being hewn out by hand, Mr. George Buck, of Brooklyn, N. Y., performed this difficult task, doing his work in a neat and tasty manner. Mr. Buck carved the figureheads to the Erastus Corning and several of the largest steamers and sailers on the lakes.

The total carrying capacity of this nautical leviathan will be 140,000 bushels of grain, but she cannot carry over 90,000 out of Toledo harbor, at least until that future great time when we shall have a deepened and straightened channel of several feet of water than there is a present. She registers 1,481 63-100 tons. When loaded to 15 feet draft, as she will be when she carries 130,000 or 140,000 bushels, she can be handled much easier than many smaller craft. Her crew will consist of twelve men, with necessary cook and other culinary attendants. Cleveland Herald, April 22, 1881.



*David Dows* (Schooner), collision, 12 Sep 1881. Detroit, Sept. 12. On Saturday evening a severe squall visited Lake Erie, doing great damage. The schooners *David Dows* and *C. K. Nims* passed down the river in the same tow and were sailing parallel on Lake Erie, when the squall struck them. The *Dows* luffed quickly, and though the *Nims'* wheel was put hard over she was slow in coming up. The bows of the schooners came together with a terrible shock. The *Dows* lost the headgear, foremast and topmast, but did not sink. The *Nims* lost her headgear and floated nearly two hours, during which time she rolled out her fore and main masts, finally sinking in six fathoms off Bar point. The *Dows* remained at anchor till today, when she was picked up by a tug and started for Buffalo.

The crew of the *Nims* floated all night in a yawl boat, and were picked up Sunday by the steambarge *Birkhead* and brought to Detroit. Both vessels were grain laden, bound down. Cleveland Herald, September 13, 1881.

*David Dows* (Schooner), sunk, 29 Nov 1889. First Lady Of Chicago Shipwrecks, By Richard C. Drew. The *David Dows* was the grandest cargo schooner ever to sail the Great Lakes, and at the time, was the largest 5 masted schooner in the world. Now embraced by Lake Michigan's waters, she is one of the most popular attractions for Chicago divers. Seeing photographs and paintings of this splendid lady of the lakes brings to the mind's eye visions of Errol Flynn, his ship under full sail, racing over high seas. The *David Dows* was an accomplishment on a grandiose scale. The *David Dows* had five masts, each with a top mast that, like slender fingers, reached gracefully skyward. Going aft, her masts were respectively 93, 97, 97, 93 and 88 feet high. The top masts added another 65 feet, except for the jigger top mast which was 55 feet. Her Booms ranged from 50 feet to 36 feet, her Gaffs 40 feet to 30 feet. Her specifications were also impressive: 365 feet long, 37 foot beam, 18 foot draft and over 1,400 net tons. The ship's owners, Carrington & Casey, wanted speed as well as scale. They got it. Under full sail the *Dows'* 5,000 plus square yards of Mount Vernon Canvas powered her to some of the fastest crossing times of the day, once sailing the 254 miles from Toledo to Buffalo in 18 hours. It actually required over eight hours to hoist all her sails - even using a donkey engine! To combat the unpredictable waters of the Great Lakes and hold a ship of this size in place required anchors as grand as the ship. The *Dows'* two main anchors each had 540 feet of chain, each link 1 3/4" to 1 1/2" in diameter. The larger anchor weighed 4,000 lbs, the smaller 3,600 pounds. Her kedge anchor weighed 700 lbs.

Her hull was solid Oak, banded on the outside with one by eight inch iron strapping. It could be said that the hull's construction resembled a wooden barrel.

The *Dows* was constructed in an era when the use of sail was declining, and steam was on the rise. Carrington & Casey were shipping magnates, had numerous ships on the Great Lakes, and believed in sail.

Bolstered by their success with the 1,441 ton Schooner *George W. Adams*, Carrington & Casey had noble visions for the *David Dows*. She was narrower, longer and weighed in at 1,481 tons. During her two year life as a schooner, the *Dows* was in constant competition with the *Adams*. Although the *Dows* was larger, the *Adams* could often carry more cargo.

The *Adams* and *Dows* had an ongoing rivalry. The *Dows* was designed with port improvements in mind, so had a deeper draft. The *Adams*, being wider and shorter, could hold more cargo without settling deeper than the *Dows*. Wagering was fierce whenever the two ships were in the same port. The locals, dock workers and sailors would watch anxiously as cargo was loaded into the holds of each ship. Which would carry more?

If you bet on the *Adams*, you usually came out ahead. The main reason was the *Dows'* two centerboards. At 27 and 25 feet long, they increased the draft beyond the depth of most ports, riding so low in the water that the *Dows* could not take on a full cargo without bottoming out in the harbor or shallower parts of the lakes!

Most times loading had to be stopped well before the *Dows* settled to her waterline. After launching, it was found that the *David Dows* had to be towed to the deeper water at Ironville before the centerboards could even be installed. This was only the first of many dilemmas the *David Dows* faced. As if plagued by King Tut's Curse, calamities befell the *David Dows* and those connected with her.

Nearing completion, she was scuttled while still on the blocks to prevent her from being swept away by rampaging ice capped floodwaters. Many ships tied fast at the docks were torn free, to be smashed to kindling in what was one of the worst floods of the century.

The builders, Bailey Brothers, constructed only one more ship before closing down. The ship's outfitters, the M.I. Wilcox Company, burned to its foundations just hours after receiving the *Dows* job.

As if all this wasn't portent enough, the ship's second mate died of a heart attack while supervising construction.

These inauspicious happenings were forgotten, when with cheers and boat whistles loud enough to be heard several towns over, the *Dows* was launched into Lake Erie's waters at exactly 4:30 pm, April 21, 1881. Watched by half the surrounding community and with over 200 guests on board, the *Dows* was the center of a huge celebration.

After having her centerboards affixed, she set sail for Buffalo, lengthwise across Lake Erie. She sailed within sight of the Bass Islands, where just 71 years earlier, Oliver Hazard Perry defeated six British war ships in the battle of Lake Erie, a key conflict in the War of 1812. To this day the words he spoke at his victory are remembered, "We have met the enemy and they are ours."

In Buffalo she loaded 2,400 tons of coal, a new record. The *Dows* set sail from Buffalo on May 18th, but ran aground leaving Lake Erie, her 14.5 foot draft catching on the bottom. After being stranded for two days and being slowed by lack of strong winds, she finally arrived in Chicago on May 30, where her arrival was ceremoniously greeted in an official reception honoring her namesake, Mr. David Dows, a prominent Chicago businessman and intimate friend of Mr. Carrington. The *David Dows'* life as a schooner lasted just two controversial years. During this time she grounded several times and had one documented collision that sank the *C. K. Nims*, this after a lengthy race across Lake Erie. It was also rumored that the *Dows* collided with and sank the schooner *Richard Mott*.

The port improvements Carrington & Casey counted on never came about, and the *Dows* was destined not to live up to her expected capacity of over 150,000 bushels. Captain Joseph Skeldon was master of the *Dows* since her first day, and one must wonder what he was thinking, when in 1883, he saw the *David Dows'* top masts removed, this once sovereign of the lakes, cut down to a cargo barge. Captain Skeldon left for a new command. As a barge she was a ghost of her former self. Her masts remained, albeit without a shred of sail. On rainy nights she looked much like an apparition from a mariner's nightmare. As if haunted by bad luck, ill fate continued to plague the *David Dows*. In 1885, while under tow, the *Dows* ran aground 100 feet within Canadian waters, causing a minor incident with Canadian Customs. Later the same year, while passing through Sault Saint Marie, MI, she snapped free of her tow line and rammed the wharf, causing heavy damage to it, and one of the ships secured there.

The little luck she had ran out during the Thanksgiving Day storm of 1889. In tow of the steamer *Aurora*, the *George W. Adams* and *David Dows* were bound for Chicago with a load of coal. The icy winds were fierce, and the *Dows* soon began taking on water. The Captain of the *Aurora*, fearing for his ships safety, set the two barges adrift.

Each barge had her own crew, and they were ordered to stay at anchor and ride the storm out. The *Adams* survived, but during the night the *Dows* only source of power, her donkey engine, broke down. Pumps that were vainly keeping pace with the inrush of water stopped. By the time it was repaired the pumps had frozen solid. The crew was stranded, watching hopelessly as the frigid waters slowly filled the *Dows* hold.

The Government Lifesaving Service was notified of the barges predicament once the *Aurora* reached Chicago. The tug *Crowell*, with Captain Peters of the Lifesaving Service, was dispatched. Upon reaching the barges it was obvious that the *Dows* was crippled, and Captain Peters ordered her abandoned. Her crew, suffering from exposure and severe frostbite, must have been only too happy to do so.

The *Dows* finally slipped beneath the windswept waters at 2:30 pm, November 29, 1889, after just eight years on the Great Lakes. She came to rest in approximately 40 feet of water, upright, her masts rising above the surface, a five pointed tombstone. Even in death, the *Adams* cheated the *Dows*.

Her masts were removed that same day, her rigging and machinery soon following. Almost \$30,000.00, half the insured amount of \$60,000.00, was spent by the underwriters attempting to raise her. As winter began to set its icy grip on Lake Michigan, all they had to show for their salvage efforts was 1,400 tons of coal.

A second attempt was made at resurrecting the *Dows* the following year, but it was discovered that her hull was held firm by the lake's bottom, the sand packed around the hull as deep as 15 feet. Further investigation by a hard hat diver revealed that the hull was broken in two, the foreword 75 feet snapped off. This, along with other signs that the Lake Michigan winter had treated the *Dows* cruelly, put an end to any salvage attempts.

Lying just 7 miles from the Chicago Lake front, 5 miles from the Indiana Shoals, the *Dows* was to remain forgotten for 19 years. Then, in 1908, the *Dows* was rediscovered, and portions of her planking removed. She sat again forgotten, battered by surge and storms, for over half a century.

Divers again found the *Dows* in the late 50's, when SCUBA was in its infancy. Between then and now, much of the ship has been removed. Planks, scraps of wood, iron spikes. Almost every diver to visit her has taken some memento. The *David Dows* is as easy as wreck diving comes. Just a 45 minute boat ride from Calumet Harbor, her

remains lie scattered in 40 feet of water. Some large parts of her hull remain intact. Other parts rise from the bottom like some enigmatic ribcage, her keel the backbone.

We have dove the *Dows* dozens of times over the past ten years. Many parts of the wreck are now familiar to me, but I continue to discover new and interesting sections. A conglomeration of wood here, a storm-tossed part there. The base support of one mast is still in place, upright, part of a ladder attached. It's easy to visualize where the deck would have been, a hatchway, and the hold. This is also the best place to take good photographs, as it's the shallowest part of the wreck, just under 30 feet. It's hard to picture these destitute remains as belonging to the *David Dows*, but with a little imagination and knowledge of the vessel, parts of the ship can be identified. The whole site is greenly lit by natural light, with visibility averaging between four and twenty feet. Trying to identify a whole ship in four foot visibility is like trying to accurately depict a car from puzzle pieces a fraction of an inch across. You follow the wreckage along the sandy bottom, new pieces appearing through a fog of silt ahead, fading away behind. Some parts of the remains can be identified, many are beyond recognition, just a few linked algae covered planks I've visited the *Dows* one day and had fifteen foot visibility, and been met by five foot visibility the next. No matter what the visibility, I always bring a light - it's great for peering in crannies and cavities, perhaps startling a crayfish or revealing some new part of the wreck. The bottom is a combination of small rocks and fine sand, the kind that hangs forever in the water if you stir it up. In many areas Lake Michigan's bottom and the *David Dows* merge, the wreckage swallowed by the sand. Experienced divers keep their kicking to a minimum and use the many hand-holds wreckage of this nature provides to pull themselves along. This keeps the silting down and helps conserve air.

There is marine life present, if you know where to look for it. Schools of fish are about the wreck, and crayfish peer from beneath rocks and timbers. Bring along a couple of hot dogs and you can make some fast friends with crawdads and carp. Accenting the hiss-click of the regulator, there is usually a hollow, drum-like sound, much like a heartbeat, heard around the wreck. After a few dives I discovered that the wave action was causing one of the few remaining deck supports to rock on its' pegs, causing the throbbing sound. Lake Michigan's waters require a full wet suit, boots, a hood and coral gloves (for protection from scrapes). During the summer the surface temperature gets as warm as 72 degrees. But on the bottom, past the thermocline, the temperature can drop 20 degrees. As the wreck is comparatively shallow, averaging 35 feet, one tank can last a considerable time. Most dive charter operators and shops in the Chicago area offer the *Dows* on their dive roster. Divers usually get a choice of one or two dives per outing. If you have your own boat you can easily find the *Dows*. She is depicted on NOAA chart 14927 (follow a line from Jackson Park Harbor East, and Buffington Harbor North - the lines intersect just above the *Dows*), and is easily spotted with a depth sounder. If you have a Loran, it's even simpler. The *Dows* is located at 33383.5 x 50201.5 (your readings may differ slightly).

The *Dows* is the first lady of Chicago diving, and due to the efforts of the Chicago Maritime Society may soon be in the National Register of Historic Places. The Maritime Society also has a scale model of the *Dows* on exhibit. Formerly at the Newberry Library, the model is the most accurate portrayal of the *Dows* anywhere.

Most people don't realize the hoard of shipwrecks that lie a short distance from Chicago's shore. The *David Dows* is just one, but I like to think the richest, if not in condition, in history. NOTE: This also appeared in the November 1989 Skin Diver Magazine Issue.

**SELDEN E. MARVIN** US-115771

1881, Toledo, Ohio, Bailey Brothers

Wooden Schooner Barge, 3 Masts, 174.6' x 33.2' x 12.2', 618.48 Gross Tonnage

*Selden E. Marvin* (Barge), 21 Jun 1881. The Tonawanda Transportation Co. which was organized at Detroit May 1880, and of which Wm. H. Gratwick, of this city, is Secretary and Treasurer, have nearly ready for launching at Bailey Bros. shipyard, Toledo, a new barge designed for the grain and lumber trade, which although not very large, is said to be one of the finest of her kind. Her dimensions are 175 ft. overall, 33 ft. beam, and 12 ft. depth of hold. She will have 3 spars, with fided topmasts, and will be called the *Selden E. Marvin*, after Gen. Marvin, of Albany, N.Y. It is thought she will be ready for launching tomorrow. Buffalo Morning Express, June 22, 1881.

November 19, 1914 off Crisp Point, East of Grand Marais, Michigan, Lake Superior. In tow of the lumber hooker *C. F. Curtis* with *Annie F. Peterson*, she was caught in a terrific gale and separated from the others. All three vessels were lost, with the *Marvin* being torn to pieces and sunk somewhere in this vicinity. Her wreckage was strewn on the beach all along this coast. Seven lives lost. Owned by Edward Hines Lumber Co. of Chicago. Swayze.

**ALICE** US-116198

1882, Toledo, Ohio, Builder Unknown

Wooden Propeller Tug, 35.7" x 5.7" x 5.9', 7.44 Gross Tonnage

**EMPIRE** US-135598  
1882, Toledo, Ohio, Builder Unknown  
Wooden Propeller Tug, 39.5' x 11' x 4.7', 5.64 gross Tonnage

**WILLIAM ST. JOHN** US-80889  
**ISLAND BELLE**  
1882, Toledo, Ohio, Builder Unknown  
Wooden Propeller, 64' x 16' x 6', 31 Gross Tonnage

*William St. John* 1882-1886, *Island Belle* 1886-

September 18, 1883 stranded on Sandusky Bar near Cedar Point Light in a gale. September 6, 1885 damaged by fire, Detroit, Michigan. Sold Canadian 1899. GLMD.

**BAD BOY**  
**PLUTO**  
1883, Toledo, Ohio, G. W. Mullineaux  
Wooden Propeller Tug, 6.14 Gross Tonnage

She was abandoned in Swan Creek, Toledo, Ohio

**L. BIRCKHEAD** US-140618  
1883, Toledo, Ohio, Abraham Gilmore  
Wooden Propeller Tug, 61.6' x 16.2' x 7.5', 33 Gross Tonnage

She was abandoned in 1925.

**LAFAYETTE** US-140662  
1883, Toledo, Ohio, Fifield  
Wooden Propeller, 70.7' x 16.3' x 3.7', 31.07 gross Tonnage

Wrecked and abandoned in 1894.

**J. K. SECOR** US-76493  
**WINNER**  
1884, Toledo, Ohio, Peter LeClair  
Wooden Propeller, 84' x 16.3' x 6.5', 43.49 Gross Tonnage

*J. K. Secor* 1884-1905, *Winner* 1905-1939

*Winner* (Propeller), 1920. Propeller *Winner*. \* Official Canadian Number 116314. Of 76 gross tons; 52 tons reg. Built at Toledo, O., in 1884. Home port, Amherstburg, Ont. Owned by the Albert Henning of Port Burwell, Ont. 77.7 x 16.2 x 8.0 and 21 horse power. \* Formerly *J. K. Secor*. List of Vessels on Registry Books of the Dominion of Canada on the 31st. Day of December, 1920.

**J. G. BLAINE** US-76568  
1885, Toledo, Ohio, Builder Unknown  
Wooden Propeller, 96' x 16.5' x 8.9', 97 Gross Tonnage

She passed out in 1894.

**COMPANION** US-126501  
1888, Toledo, Ohio, Egbert Doville  
Wooden Propeller, 124' x 28.2' x 6.1', 196.3 Gross Tonnage

February 2, 1903 Vessel changed to barge, engine & boiler removed; owned Alexander Ruelle, Detroit. June 22, 1905 Documents surrendered, Detroit, "Out of foreign trade; exempt." GLMD.

**DOUGLAS** US-157204

1888, Toledo, Ohio, Abraham Gilmore  
Wooden Propeller, 82.6' x 18.4' x 7.7', 104.2 Gross Tonnage

1913 Abandoned Mt. Clemens, Michigan. 1921 Dismantled, Mt. Clemens, Michigan.

**J. A. CLAY** US-76747

1888, Toledo, Ohio, Builder Unknown  
Wooden Schooner, 41.5' x 12.5' x 4', 12.94 Gross Tonnage

Abandoned in 1899.

**LIZZIE** US-140955

1888, Toledo, Ohio, Abraham Gilmore  
Wooden Propeller Tug, 48' x 13' x 5', 13 Gross Tonnage

**SPINNEY**

1888, Toledo, Ohio, Builder Unknown  
Wooden Propeller Tug

May 5, 1892, Toledo, caught on fire and burned, sank. Metzler.

**BRIAN BORU** US-162712

1889, Toledo, Ohio, F & M Co.  
Steel Dredge, 96' x 28' x 8', 348 Gross Tonnage

*Brian Boru* (Dredge), sunk, 6 Apr 1898. THREE DROWNED FROM A DREDGE. *The Brian Boru Sank Off Stoney Point Early This Morning.* Three men employed by Dunbar & Sullivan, sub-contractor on the breakwater extension work, were drowned a half mile off Stoney Point this morning shortly before 5 o'clock.

They were Angus McPhee, 22 years old, of 189 Fargo avenue; Rhody Costello, 20 years old, who lived with his grand-father, Henry Campbell, near the foot of Alabama street, and Thomas Stack, 35 years old, who lived near West Avenue and Massachusetts Street.

They were members of the crew of the dredge *Brian Boru*, owned by Dunbar & Sullivan, the other members of her crew being Capt. William G. Raines, George Babbington, George Steele and Maggie McCracken, the cook.

At 4:30 o'clock the dredge was anchored to a scow a half mile outside the breakwater at Stoney Point. Near her was the dredge *Finn McCool*, the tug *Cheeney* and the tug *Paddy Miles*, Capt. Charles Nash had charge of the tug *Cheeney* and Capt. Robert Main of the *Paddy Miles*. All the craft belonged to Dunbar & Sullivan.

STACK WAS ALARMED. A heavy gale was blowing from the southwest and Stack, alarmed at its ferocity, conceived the idea that *Brian Boru* was in danger of sinking. He signaled by whistling and the tug *Cheeney* threw a line to the dredge with the intention of taking her inside the breakwater. Soon after the tug started towards the breakwater the *BRIAN BORU* sprang a leak and sank.

Her cabin floated free and Raines, Babbington, Steele and Miss McCracken, the cook, saved themselves by climbing on to its roof. Stack, McPhee and Costello, for some unexplained reason, did not avail themselves of that refuge. McPhee and Costello were not seen after the dredge sank. It is thought they were drowned immediately afterwards. Stack was seen by Capt. Nash of the tug *Cheeney*, a few minutes after the dredge went down. He was swimming towards the tug, but was overpowered before reaching it by the high sea running.

When the dredge sank the line of the tug *Cheeney* became entangled in her wheel and disabled her so that she could not go to the rescue of those who were floating shoreward on the roof of the dredge cabin. The cabin floated in toward the Lehigh Valley freight house at the Tiff Farm and lodged itself in shallow water about 90 feet from the shore.

DROVE INTO THE SURF. Jacob Oberthier of 205 Mills Street was in the neighborhood with a horse and wagon and when he became aware of the plight of Raines and his companions he drove into the water and brought them ashore.

They were taken to a house at 70 South Street where they were provided with dry clothing. Raines recently came to Buffalo from Montreal, where he was employed by Dunbar & Sullivan. His family is in Montreal. Babbington, Steele and Maggie McCracken live on the dredge.

Mr. H. P. Dunbar says there was no necessity for Stack's sounding the alarm when he did. He admits there was a high sea running at the time, but says the craft were in no danger and that nothing would have happened if the *Brian Boru* had remained where she was.

Capt. Pritchard of the police yacht, and his crew were searching for the bodies this morning, but up to noon had found none of them. Buffalo Evening News, April 6, 1898.

*Brian Boru* (Dredge), body found, 9 May 1898. McPhee's Body Found. The body of Angus McPhee, one of the three men who was drowned off the dredge *Brian Boru*, near Stony Point, on April 6, was recovered by a fisherman and towed to the foot of Commercial street early this morning. Coroner Kennedy was notified and had it removed to the Morgue. He has communicated with the relatives of the dead man and they will give it a suitable burial. Buffalo Evening News, May 9, 1898.

*Brian Boru* (Dredge), missing, 10 May 1898. April 6 - When the dredge *Brian Boru* went down in a storm off Stony Point, 3 men who worked for Hingston & Woods, dredging contractors, were drowned. They were Rhody Costello, Angus McPhee and William Stark. Costello's body was recovered a few days later. McPhee's body was found by two fishermen yesterday Stark's body is still missing. McPhee's body was towed to the foot of Commercial Street by the fishermen and Coroner Kennedy sent it to the Morgue and notified McPhee's relatives who live at No. 189 Fargo Ave. McPhee was 23 years old and unmarried. He was engineer of the *Brian Boru*. Buffalo Morning Express, May 10, 1898.

**FRED TANK** US-120765  
**COASTER**

1889, Toledo, Ohio, William Spaulding  
Wooden Steambarge, 98' x 22' x 7', 91 Gross Tonnage

*Fred Tank* 1889-1907, *Coaster* 1907-

June 4, 1894, Renamed *Coaster*. May 6, 1905, Sold Canadian and owned John Stockwell, Leamington, Ontario. August 8, 1907, Burned at Goderich, Ontario. GLMD.

**GEORGE ROGERS** US-86064

1889, Toledo, Ohio, John Avery  
Wooden Propeller Tug, 77.3' x 18.3' x 7.8', 64.33 Gross Tonnage

*George Rogers* (Propeller), fire, 29 Aug 1914. Steam screw *GEORGE ROGERS*. U. S. No. 86064. Of 64 tons gross. Built in 1889. On August 29, 1914 vessel burned on Lake Michigan, with 6 persons on board. No lives were lost. Loss Reported of American Vessels, Merchant Vessel List, U. S., 1914.

**PASTIME** US-150470

1889, Toledo, Ohio, Moses Bowe  
Wooden Sidewheel Excursion Steamer, 161.4' x 28.4' x 5.4', 558.59 Gross Tonnage

She was built to run Perrysburg to Toledo, but also ran Toledo to Presque Isle Amusement Park. In 1903, vessel was dismantled, stripped, and taken to Detroit, Michigan to be used as a garbage scow. Metzler.

**CHURCHILL** US-126629

1890, Toledo, Ohio, Craig Shipbuilding Company  
Wooden Schooner, 3 Masts, 202.4' x 38.3' x 16.3', 1010 Gross Tonnage

*Churchill* (Schooner) sunk, 14 Oct 1898. The steamer *Majestic*, towing the schooner *Churchill*, had a serious time in the gale Friday afternoon off Waukeegan, The steamer came near foundering, one of her hatches being washed off and she began to fill. The *Churchill* went down, carrying Capt. Kane and an unknown sailor to their deaths. Both vessels were carrying iron ore. The remaining members of the *Churchill* crew were saved by the *Majestic* and taken to Chicago. The last boat was owned by J. J. Ward of Chicago. Merchant Vessel List, U. S., 1898.

**H. P. TOBEY**

1890, Toledo, Ohio, Craig Shipbuilding Company  
Iron Steam Yacht Tug, 39' x 10' x 4', 8 Gross Tonnage

**JOHN J. BARLUM** US-76914

1890, Toledo, Ohio, Craig Shipbuilding Company  
Wooden Schooner, 3 Masts, 222.42' x 40.42' x 16.25', 1184.95 Gross Tonnage

April 1901 Purchased by Algoma Central Railway Co., Sault St. Marie, Ontario. 1911 Owned Pringle Barge Line Co., Cleveland, Ohio. GLMD.

*John J. Barlum* (Schooner), sunk, 18 Sep 1922. *John J. Barlum* Schooner. Official U. S. No.76914. Built 1890, of 1,184 Gross Tons. On Sept. 18, 1822, Schooner foundered off Marblehead, Lake Erie, and became a total loss. Of 6 persons on board, no lives were lost. Loss of American Vessel Reported During 1923-M.V. of U. S. A. for 1923.

*John J. Barlum* Built Oct. 11, 1890 Schooner – Wood U. S. No. 76914 1184 gt - 1125 nt 222.5' x 40.5' x 16.3'. Sank 3 5/8 miles, 32 degrees from entrance to Sandusky, Ohio, Lake Erie, September 18, 1922. Wreck removed to 30' low water datum in May, 1923. Toledo Shipbuilding Master List Institute for Great Lakes Research, Perrysburg, Ohio.

**JOHN W. MOORE** US-76896

**E. N. BREITUNG**

**JOHN F. MORROW**

**KIPAWA**

1890, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 246' x 40.6' x 21', 1961.6 Gross Tonnage

*John W. Moore* 1890-1915, *E. N. Breitung* 1915-1918, *John F. Morrow* 1918-1927, *Kipawa* 1927-1944

*John W. Moore* (Propeller), aground, 1 Jan 1904. The propeller *John W. Moore*, which was stranded in Cleveland harbor two weeks ago, was released yesterday. The *John W. Moore* was in winter quarters at a dock when struck by the propeller *Reis*, which had broken away from her moorings. Both boats were carried down the creek and wedged at the abutment of a viaduct. Both are damaged. Buffalo Evening News, February 6, 1904.

Sold Canadian in 1920, owned George Hall Coal Company, Montreal, Quebec. 1926 owned Canada Steamship Line, Limited, Montreal. Dismantled in 1944. GLMD.

**OHIO** US-155179

1890, Toledo, Ohio, Bailey Brothers  
Wooden Steambarge, 132.2' x 28.9' x 7', 209.52 Gross Tonnage

Rebuilt as barge in 1901, scrapped in 1911.

**SHAMROCK** US-116754

1890, Toledo, Ohio, J. W. Hepburn  
Wooden Sloop Yacht, 1 Mast, 31.3' x 12' x 3.8', 7 Gross Tonnage

**CITY OF TOLEDO** US-126738

1891, Toledo, Ohio, Craig Ship Building Company  
Steel Side Wheel Steamer, 212' x 31.7' x 12.8', 1003 Gross Tonnage

First side wheeler built by Craig Ship Building Company after he moved Trenton, Michigan to Toledo, Ohio. First inclined engine for a lake boat that ran at 24mph.

*City of Toledo* (Steamboat), 17 Sep 1891. Ashley & Dustin, of Detroit, managers of the side-wheel steamer *Frank E. Kirby*, running between Sandusky, and Detroit, and credited with being the fastest boat on the lakes, write the Marine Review confirming what has been said about their having deposited \$300 with the owners of the Sandusky Register for a race between the *Kirby* and the steamer *City of Toledo*, recently built by the Craig Ship Building Company of Toledo and fitted with horizontal triple expansion engines by the Cleveland Ship Building Company. Talk of a race between the two boats has been indulged in ever since the *City of Toledo* came out this season, and now Ashley & Dustin say to the Review: "If Calvin Cone, manager of the *City of Toledo*, or any other person deposits \$300 with you, or any other amount of money let us know." It is unfortunate, however, that there is no hope



of a race this season, as the *City of Toledo* will probably not be in shape for a contest of the kind proposed this fall. The Marine Review, September 24, 1891.

*City of Toledo* (Steamboat), 24 Jun 1896. Detroit, June 23 - Capt. J. W. Millen, one of the owners of the *City of Toledo*, authorizes the statement that she will race no more this season. "*The City of Toledo* has established herself as one of the fastest boats out of this port." said the captain, Monday, "and that is all we wanted." She has done much better running than ever she did on Lake Erie under her former ownership, and we are entirely satisfied with her performance. All the steam yachts and big and little fellows may wait for us as much as they like now; we will race them no more. The steamer has a schedule on which she will run, and this is all she will do the rest of the season. Racing is a strain on the boat and engines that is entirely unnecessary for any purpose than to give her a name." Buffalo Morning Express, June 24, 1896.

Taken to Chicago for World's Fair in 1893. Ran Detroit-Port Huron, 1895-1916; then ran Detroit-Toledo, 1917-1930. Reduced to an auto-passenger ferry in 1932 for service across the Niagara River. Lay idle at Buffalo, New York, 1941-1948. Scrapped at Hamilton, Ontario in 1948.

***H. B. and B. No. 1*** US-42779

1891, Toledo, Ohio, Builder Unknown  
Barge, 92.9' x 25.6' x 8.6', 184.55 Gross Tonnage

***H. B. and B. No. 3*** US-42781

1891, Toledo, Ohio, Builder Unknown  
Barge, 98' x 25.6' x 9', 193.84 Gross Tonnage

***LAURA D.*** US-141122

1891, Toledo, Ohio, Isaac G. Gillespie  
Wooden Propeller, 101.8' x 27.1' x 5.7', 135 Gross Tonnage

*Laura D.* (Propeller), 1 Jan 1892. Toledo, O., Jan. 21 - An interesting experiment will be made this spring on the sand boat *Laura D.* Capt. I. D. Gillispie, has applied to the secretary of the treasury for permission to use crude oil as fuel on the steamer. Permission will undoubtedly be granted in this case, considering the business the *Laura D.* is engaged in. The owners expect a saving of at least 50 per cent. over soft coal, as they claim that 130 gallons of crude oil is equal to one ton of coal. Crude oil can be purchased here for one cent a gallon. Economy of space is also important as this quantity of oil will occupy less than one half the space taken up by a ton of soft coal and its weight is less than half a ton. The *Laura D.* has two Roberts' safety water tube boilers. In large stationary plants in this city and vicinity oil is being used extensively. The Marine Review, January 21, 1892.

Abandoned in 1916.

***LEROY BROOKS*** US-141143

***HENRY STOKES***

***ABURG***

***DAWN LIGHT***

1891, Toledo, Ohio, Craig Ship Building Company  
Steel Propeller Tug, 75' x 14.5' x 7.5', 41 Gross Tonnage

*Leroy Brooks* 1891-1925, *Henry Stokes* 1925-1954, *Aburg* 1954-1981, *Dawn Light* 1982-current

Built as a steam yacht. In May 1894, Seized by Canadian Government for infringement of fishery laws; released June 12, 1910 Owned J. E. McQueen, Amherstburg, Ontario and rebuilt as tug *C-116320*, 71.3 x 15.2 x 8.1; 61 gross 42 net tons. 1925 Dismantled Amherstburg, Ontario and rebuilt as a steam tug; renamed *Henry Stoke* and used to haul sugar beet barges. 1981 Renamed *Dawn Light* and operated as a dive boat. 1984 Refurbished for excursion tours. 1988 Re-engineered, diesel 365hp engine by Caterpillar. GLMD.

***LIGHTSHIP NO. 055*** US-222924

***C & M***

1891, Toledo, Ohio, Craig Ship Building Company  
Wood Propeller, 90' x 20' x 9', 129 gross Tonnage

*Light Ship No. 055* 1891-1921, *C & M* 1921-1932

Lighthouse Stations: Simmons Reef 1892-1906, Lansing Shoal 1906-1921. She was abandoned in 1932.

**LIGHTSHIP NO. 056** U.S.L.H.S.

**ENTERPRISE**

1891, Toledo, Ohio, Craig Ship Building Company  
Wood Propeller, 90' x 20' x 8.83', 130.00 Gross Tonnage

Lighthouse Stations: White Shoals, Lake Michigan, 1892-1912 North Manitou Shoal, 1913-1927 Grays Reef, 1928-1928. Abandoned in 1935.

**LIGHTSHIP NO. 057** U.S.L.H.S.

1891, Toledo, Ohio, Craig Ship Building Company  
Wood Propeller, 90' x 20' x 8', 130.00 Gross Tonnage

Condemned in 1924 and sold to South Shore Yacht Club, Milwaukee, Wisconsin for use as a Clubhouse. Ultimate disposition unknown.

**PORTIA** US-208225

1891, Toledo, Ohio, Craig Ship Building Company  
Steel Steam Yacht, 39.1' x 10.6' x 6.5', 21 Gross Tonnage

She was abandoned in 1926.

**SHEARWATER**

1891, Toledo, Ohio, Craig Ship Building Company  
Steel Propeller Tug, 58.6' x 13' x 3.6', 20 Gross Tonnage

Dismantled at Sandusky, Ohio in 1909.

**WALTER D.** US-81320

1891, Toledo, Ohio, Isaac G. Gillespie  
Wooden Propeller, 101.6' x 27' x 5.8', 136.19 Gross Tonnage

Abandoned in 1934.

**ANN ARBOR NO. 1** US-106974

1892, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Rail Car Ferry, 260.4' x 53' x 12.7', 1127 Gross Tonnage

*Ann Arbor No. 1* 1892-1910. Sand Scow, 1910-

Burned Chicago & Northwestern car ferry slip at Manitowoc, Wisconsin on March 8, 1910, with 20 loaded railroad cars lumber & other cargo. Considered hazard to navigation, was raised in 1911 by L. D. Smith Wrecking Co. & taken to Muskegon. Made into an unpowered sand scow for Love Construction Company in 1911. GLMD.

**ANN ARBOR NO. 2** US-106984

**WHALE**

1892, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Rail Car Ferry, 264.2' x 53' x 14.7', 1444 Gross Tonnage

*Ann Arbor No. 2* 1892-1916, Barge, *Whale* 1916-1927

Vessel was retired at Frankfort, Michigan, in 1913. Left in tow of *Ann Arbor No. 4*, on October 10, 1914, for Manistee, Michigan, where hull was stripped of machinery and converted to sand barge. One boiler went into lumber steamer *Marshall F. Butters* and the other went into passenger/freight steamer *Petoskey*. Disposition: In collision with steamer *William E. Corey*. Abandoned in 1927. HCGL.

**JOHN B. KETCHAM 2ND** US-77037

**COALHURST**

**NEEBING**

1892, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 193.4' x 40.5' x 13', 908.88 Gross Tonnage

*John B. Ketcham 2nd* 1892-1927, *Coalhurst* 1927-1928, *Neebing* 1928-1937

*John B. Ketcham* (Propeller), sunk, 21 May 1910. THE *J. B. KETCHAM* SINKS IN THE SOO - Word has been received from the Soo that the small steel steamer *John B. Ketcham*, owned by Lous, Sons & Co. of Au Sable, Mich., sank this morning in the Neebish Channel, just below the Soo, and that the channel is blocked. No further details are given of the accident. The boat was loaded with pulp wood, bound for Tonawanda. As no details of conditions have been reported here, local marine men are unable to estimate the time it will require to clear the channel. It is believed that traffic will be blocked from three days to a week. Down-bound vessels are directed to anchor in Hay Lake.

Sault Ste. Marie, Mich., May 21. - The West Neebish rockcut channel opened two seasons ago is in complete blockade, the steamer *John B. Ketcham No. 2* being sunk in 50 feet of water below the old upper dam. The *John B. Ketcham*, loaded with pulp wood and bound down, struck the curb on the east side above the dam at the upper end of the starboard bow last night and sank. She lies east and west directly across the channel. Buffalo Evening News, May 21, 1910.

September 24, 1937 800 yards off Eagle's Nest Point, Nipigon Strait, Lake Superior. Carrying gravel she filled and sank in a gale while towing the barge *Coteau*. She had been bound Paradise Island for Red Rock, Ontario. Lies in 100' of water. Loss of life, 5 of 14. 1st steel vessel built especially for the lumber trade. Swayze.

**MARY US-92442**

1892, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Sand Dredge, 137.7' x 30.8' x 7', 218.93 Gross Tonnage

December 17, 1921, Documents surrendered at Detroit, "dismantled, hull disposed of." GMDB.

**VALLEY CITY US-161693**

**JOHN C. BARR**

1892, Toledo, Ohio, Craig Shipbuilding Company  
Steel Stern Wheel Steamer, 143.6' x 29.6' x 5.2', 263.86 Gross Tonnage

*Valley City* 1892-1899, *John C. Barr* 1899-1930

*Valley City* (Steamboat), 8 Jul 1892. A special from Grand Rapids says: "The new river steamer, the *Valley City*, was launched today without special ceremony, and will be immediately fitted up to ply on Grand River between this city and Grand Haven. The boat has a steel hull, is 170 feet in length and 29 feet beam, and will draw 5 feet of water when loaded. She was built by the Craig Company of Toledo for the Valley City Transportation Company, made up largely of local capital, and with her in commission it is expected a reduction of freight rates will follow. She will be commanded by Capt. John M. Mitchell of Toledo." Buffalo Enquirer, July 9, 1892.

August 1897 she was dismantled at Toledo, Ohio & sent by railway/boat to Yukon River & reassembled in 1898, July 9 Renamed *John C. Barr*, Unalaska, Yukon Territory. She was finally abandoned in 1930. Metzler.

**DEGNAN BROTHERS NO. 1**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge

**DEGNAN BROTHERS NO. 2**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge

**DEGNAN BROTHERS NO. 3**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge

**DETROITER US-157370**

**SARNIA CITY**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Fire Tug, 105' x 25.5' x 10.4', 138.57 Gross Tonnage

*Detroit* 1893-1903, *Sarnia City* 1910-1942

April 16, 1894 assisted steam barge *Burlington* which had 4 barges in tow when it caught fire & burned to water's edge. 1902 stripped of machinery for new *Detroit*. 1909 Rebuilt by Reid at Sarnia, Ontario, renamed *Sarnia City*, owned Reid Wrecking Company. Dismantled in 1942. GLMD.

**GRANDON US-86282**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Composite Propeller, 59.7' x 6.5' x 7.2', 47.49 Gross Tonnage

She was abandoned in 1936 above the highway bridge at Vermilion, Ohio, Lake Erie. She was dropped from documentation in 1945 and the hull was dug up and destroyed. Metzler.

**LIGHT SHIP NO. 59**

**LEATHEM D. SMITH**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge, 80' x 21.6' x 9.6', 105 Gross Tonnage

*Light Ship No. 59* 1893-1914, Propeller (Tug), *Leathem D. Smith* 1918-1942

Lighthouse Stations: Bar Point, Lake Erie, 1893-1911; Poe Reef, Lake Huron, 1911-1914. Converted to tug by L. D. Smith Dock Co., Sturgeon Bay, Wisconsin, in 1918. Abandoned and dismantled in 1942. Metzler.

**LIGHT SHIP NO. 60**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge, 80' x 21.6' x 8.6', 105 Gross Tonnage

Lighthouse Stations: Eleven Foot Shoal, Lake Michigan, 1893-1926. 1926, she was used as a clubhouse at Lincoln Park, Chicago, Illinois; She was later converted to a houseboat to be used on the Chicago River and was abandoned in 1940. Metzler.

**LIGHT SHIP NO. 61**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller, 80.6' x 21' x 9', 105 Gross Tonnage

Lighthouse Stations: Port Huron, Michigan, 1893-1921; Relief, 1921. She went out of service on August 8, 1921 and her final disposition is unknown. Metzler.

**LIGHT SHIP NO. 62**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller, 80.6' x 21' x 8', 105 Gross Tonnage

Lighthouse Stations: Poe Reef, Lake Huron, 1893-1911; Bar Point, Lake Erie, 1911-1921. In 1921, she was sold out of service and ultimate disposition is unknown. Metzler.

**LIGHT SHIP NO. 63**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Scow, 40' x 13.7' x 2.7'

Stationed: Ballards Reef, Detroit River, 1893-1911. She was sold out of service in 1911. Final disposition unknown. Metzler.

**LIGHT SHIP NO. 64**

1893, Toledo, Ohio, Craig Shipbuilding Company  
Wood Scow, 40' x 13.7' x 2.7'

She was stationed at Detroit, River, Limekiln Crossing South, 1893-1910. Final disposition is unknown. Metzler.

**SCORPION US-115719 or US-116719**

1894, Toledo, Ohio, Craig Shipbuilding Company  
Wood Steam Yacht, Gas Powered, 39.5' x 13.9' x 7.5', 14 Gross Tonnage

May 5, 1908, Erie, Pennsylvania, Lake Erie. Caught on fire and burned. Metzler.

**BUCKEYE BELLE US-210217**

1895, Toledo, Ohio, Abraham Gilmore  
Wood Propeller, 45.6' x 12.3' x 4.6', 10 Gross Tonnage

She was abandoned at Cleveland, Ohio, 1924. Metzler.

**SHENANGO NO. 1 US-116688**

1895, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Car Ferry, 282.6' x 53' x 19.4', 1938.12 Gross Tonnage

*Shenango No. 1* (Propeller), broke steering gear, 19 Feb 1896. Port Dover, Feb. 26 - The *Shenango No. 1* left this harbor on Wednesday, Feb. 19, for Conneaut. When 12 miles south of Long Point lighthouse the steering gear was broken by the ice. On Sunday it was decided to send 12 men over the vast fields of ice to this place via Long Point Lighthouse, a distance of 35 miles. Some of the men became chilled and exhausted and had to be carried by their companions. Yesterday the entire party was driven by the lighthouse keeper, W. H. Stalker to this place. It is alleged that there is no danger of the boat's sinking, and that the crew have provisions enough to last several days longer. With a favorable wind the *Shenango No. 1* will be able to make her destination. Detroit Tribune, February 27, 1896.

*Shenango No. 1* (Ferry), fire, 11 Mar 1904. CAR FERRY *SHENANGO* BURNS OFF CONNEAUT! FOUR MEN SAID TO BE LOST. Vessel Is A Total Loss - Was Owned By Pere Marquette Railway. Conneaut, O., March 11. The big car ferry steamer *Shenango No. 1*, owned by the Pere Marquette Railroad, is burning just outside Conneaut Harbor and it is feared will be a total loss. It is reported that four men have been burned to death on the vessel. LATER. The vessel has been entirely destroyed between Conneaut and Rondeau, Canada. Buffalo Evening News. March 11, 1904.

Suit has been brought in United States District Court by the Government against George W. Pfohl and the Guarantee Title and Trust Company. Pfohl was a contractor who failed to remove the *SHENANGO No. 1* from Conneaut harbor. The steamer was burned and sunk with her cargo in March 1904. The removal was then undertaken by the government and a suit is brought for breach of contract to recover \$9,626.79, the cost of the work. The suit against the Trust Company is for the \$1,000 bond given to insure Pfohl's performance of the work. Buffalo Evening News, October 6, 1909.

**SHENANGO NO. 2 US-116695**

**MUSKEGON**

**PERE MARQUETTE 16**

**HARRIET B.**

1895, Toledo, Ohio, Craig Shipbuilding Company  
Wood Propeller Car Ferry, 282.6' x 53' x 19.4', 1941.90 Gross Tonnage

*Shenango No. 2* 1895-1898, *Muskegon* 1898-1901, *Pere Marquette 16* 1901-1918, *Harriet B.* 1918-1922

*Shenango No. 2* (Propeller), fast in ice, 15 Feb 1898. STEAMERS EAST IN THE ICE. Across-the-Lake Boats on Lake Michigan Frozen in Near the East Shore. Milwaukee, Wis., Feb. 15. For the first time this winter the ice in lake Michigan is giving the across-the-lake boats considerable trouble. Advices from the east shore say that four or five steamers are fast in the Ice-pack which lines the east shore of the lake.

At Muskegon the ferry *Shenango No. 2* is in the ice outside. The *Shenango No. 2* left Milwaukee late Saturday night and became firmly lodged in the ice three miles off Muskegon harbor. She is slowly moving northward with the ice, and this has added to the belief that she has become disabled.

Capt. James Reid has received a telegram from Ludington urging him to hurry the tug *Proctor* back as speedily as possible, no matter what her condition, as all of the Flint & Pere Marquette steamers there, the huge car ferry included, were imprisoned in the ice pack. The steamers of the line are all over there now. Buffalo Evening News, February 15, 1898.

*Harriet B.* sunk in collision with propeller *Quincy A. Shaw*, May 3, 1922, in thick fog about two miles off Two Harbors, MN, Lake Superior. Was in tow of propeller *C. W. Jacobs*; no loss of life.

**NO. 003 US-67317**

1896, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge Car Ferry, 306.4' x 46.6' x 12.2', 1581.05 Gross Tonnage

November 12, 1900 near Long Point, Lake Erie. Badly damaged in gale along with sister barge *No. 4*. Crews taken off by tug *S. M. Fisher* all safe, barges total loss. GLMD.

***NO. 004*** US-67318

1896, Toledo, Ohio, Craig Shipbuilding Company  
Wood Barge Car Ferry, 306.4' x 46.6' x 12.2', 1581.05 Gross Tonnage

November 12, 1900 near Long Point, Lake Erie. Badly damaged in gale along with sister barge *No. 3*. Crews taken off by tug *S. M. Fisher* all safe, barges total loss. GLMD.

***S. M. FISCHER*** US-116717

1896, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Tug, 139.5' x 31' x 21', 628 Gross Tonnage

Requisitioned by U.S. Army in September, 1917. Transferred to French Government on July 25, 1919. Final enrollment, issued at Port Huron, MI, was surrendered at New York, NY, on March 6, 1924. Disposition: Sold to French Government while on service in France. Ultimate disposition unknown. HCGL.

***H. B. and B. No. 21*** US-42780

1897, Toledo, Ohio, Builder Unknown  
Wood Barge, 92.2' x 25.6' x 8.0', 183.16 Gross Tonnage

***SYRACUSE*** US-116756

1897, Toledo, Ohio, Mullinix  
Wood Steamer Dredge, 79.2' x 22.5' x 6', 85 Gross Tonnage

August 26, 1908 at Maumee Bay, Toledo, Ohio. Stranded and wrecked.

***VICTOR*** US-161744

***AGGIE B. REID***

1897, Toledo, Ohio, Builder Unknown  
Wood Steam Yacht, 43' x 12.3' x 4.4', 13 Gross Tonnage

She was abandoned in 1917. Registered at Marquette, Michigan in 1910. Metzler.

***ERNEST A. HAMILL*** US-136677

***CROLONA***

1898, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Tug, 101.2' x 23.2' x 9.4'. 163 Gross Tonnage

*Ernest A. Hamill* 1898-1907, *Crolona* 1907-1934

She was shipped to Seattle, Washington in 1907 for assembly. She was abandoned in 1934. Metzler.

***GENERAL JOHN M. WILSON*** US-86412

***GENERAL THOMAS LINCOLN CASEY***

***JAMES J. MURRAY***

***JOHNNY B.***

1898, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Tug, 66.5' x 15.6' x 7.5', 42.29 Gross Tonnage

*General John M. Wilson* 1898-1907, *General Thomas Lincoln Casey* 1907-1942, *James J. Murray* 1942-1949, *Johnny B.* 1949-1950

Vessels Built or Purchased for U.S. Engineer Department. She was dismantled in 1950.

***CITY OF ROSSFORD*** US-127359

***JOHN ROBERTS***

***F. E. HARVEY***

1899, Toledo, Ohio, Abraham Gilmore  
Wood Propeller Sand Dredge, 133.3' x 31' x 7.6', 355 Gross Tonnage

*City of Rossford 1899-1906, John Roberts 1906-1913, F. E. Harvey 1913-1943*

Abandoned and broken up at Ecorse, Michigan in 1944. Hulk towed to Livingston Channel & beached on dike. GLMD.

**DAN W. MILLER** US-157539

1899, Toledo, Ohio, James Scanes  
Wood Propeller Tug, 39.8' x 13' x 3.9', 10 Gross Tonnage

Abandoned in 1922.

**MAE** US-92953

**NEREE**

1899, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 243.6' x 42.2' x 22.2', 2103 Gross Tonnage

*Mae 1899-1919, Neree 1919-1927*

Went to the coast in 1899 then to France in 1921. Not listed in 1930. GMDB.

**PORTO RICO** US-150836

**NICARAGUAN**

**ARISTIDE**

**DANAE**

**ANGELIKI VENETZIANOU**

**THIRA**

1899, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 220.2' x 32' x 19.3', 1257 Gross Tonnage

*Porto Rico 1899-1916, Nicaraguan 1916-1925, Aristide 1925-1928, Danae 1928-1930, Angeliki Venetianou 1930-1934, Thira 1934-1937*

Build for coastal service around Porto Rico. Sold many times and out of registry in 1938. GLDB.

**CHIPPEWA** US-127440

1900, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Ferry, 200' x 34' x 20', 996 Gross Tonnage

*Chippewa* (Propeller), 1 Jun 1900. FAST EXCURSION STEAMER *CHIPPEWA*. One of the neatest and fastest of the small passenger steamers on the great lakes is the *Chippewa* which has just finished her first season on the route between Cheboygan, Mackinaw Island and Sault Ste. Marie, Mich. through the picturesque Sault river. The *Chippewa*, owned by the Arnold Transportation Co. of Mackinaw, Mich., is easily an 18-mile-an-hour boat. She was guaranteed by her builders, the Craig Ship Building Co. of Toledo, O. to maintain that speed for five hours and has more than equaled expectations of both owners and builders. The Craig Company has reason to feel proud of this vessel, as she has been an object of special interest throughout the season, not only to the high class of tourists who patronize the Mackinaw and Sault river districts, but also to vessel men and ship builders who know how to appreciate a well-designed passenger vessel.

The *Chippewa* is 206 ft. overall, 34 ft. beam, 21 ft. 6 in. molded depth and 8 ft. 6 in. between deck. She is of mild steel throughout, including the main deck; was built to comply with the requirements of the Bureau Veritas, and was inspected during construction and classed by Capt. Herriman, surveyor general for that register. The steamer is built on what is known as the bar-keel system, the center keelson forming the keel, with garboard plates flanged to the same. The center keelson is 32 in. by 15 lbs. from stem to stern-post, center keelson plate 18 in. by 15 lbs., connected to center keelson by 3 x 3 in. x 6 lb. angles. Floors of frame are made of 12 ½ lb. plate, except under engine and boilers, where the plates are 16 lbs., all connected to center keelson by double 3 ½ x 3 1/2 in. by 6 lb. angles. The steamer's frame is 3 x 5 in. by 12 lb. angles, 24 in. to centers; reverse frame is 3 x 3 in. by 6 lb. angles. There are three stringers in the main hold; equally distant from keel to main deck beams, these stringers being composed of two 3 x 4 in. by 8 lb. angles to each stringer. Between these angles to each stringer is a 10 lb. intercostal plate, between the frames, and connected to shell plating by intercostal plates, being flanged against the shell plating, thus making the side of the structure very rigid. The main deck beams are of 8 in. channels connected to frame by 12 ½ lb. gusset plates. Main deck stringer is 30 in. by 16 lb. plate; main deck 10 lb. plate, upper deck beams 3 x 5 in. angles, spaced to 48 in. centers, and upper deck of wood, covered with canvas. The garboard plate is



17 ½ lb., the sheer strakes 17 ½ lb., and the balance of plating from main sheer strake to garboard 16 lb., so as to make the steamer look smooth. All the butts were strapped inside - not lapped, as is the common practice. The plating from main deck to upper deck is of 10 lb. plate. The stem and stern-post are of wrought-iron, forged.

Propelling machinery consists of a triple expansion engine, with cylinders of 20, 32 ½ and 55 in. by 30 in stroke, also designed and built by the Craig company. The cylinders are covered with asbestos, 3 in, thick, and lagged with 1/8 in. steel. The high pressure and intermediate cylinders have piston valves and the low pressure cylinder has slide valves, all actuated by Stevenson's link motion. Each valve has its own cut-off, actuated by screw in the arm of reversing shaft. All valves are operated by steam reversing gear. All journals, except crosshead journals, are made with steel sleeves, and filled with Merchant & Co.'s genuine hard babbitt. Cross-head pins have brass journals, the main shafting being of iron, forged, with couplings forged on. The driving shafts also have driving collars forged solid onto shaft; driving bearing of the horseshoe type, all 11 in. in diameter. Crank pins are 14 in. long in the bearing, 11 in, in diameter, and are made of acid open-hearth steel. The propeller wheel is 10 ft. in diameter and 16 ft. lead, The air pump is of the vertical compound type with steam cylinders 10 and 18 in. x 16 in. The feed pumps and bilge pumps are of the admiralty type. With the engine making 135 to 140 revolutions, a vacuum of 25 in. was maintained, with the air pump making 28 strokes per minute, giving the very best of satisfaction, This engine was made to work to a maximum capacity of 150 revolutions per minute, with 225 lbs. boiler pressure, The *Chippewa* has four boilers of the Roberts type, built by the Roberts Safety Water Tube Boiler Co. of 39-41 Cortlandt street, New York They are set in pairs, each pair having its own smokestack. Two are forward of the boiler room and two aft. They are each 9 ft. long by 9 ft. wide Their collective grate surface is 212 sq. ft.; collective heating surface about 6,700 sq. ft. The engines developed over 1,000 H. P. with only two of the boilers in use. The weight of the four boilers including contained water at steaming level and everything except smokestacks and breechings is about 41 ½ tons.

The main cabin is situated on the spar deck. It is of mahogany throughout and contains twenty-four staterooms. The captain's, mate's and quartermaster's rooms are on the hurricane deck, as is also the large smoking room just forward of smokestack. The dining room is on the main deck, aft of after gangway, and connected to the main cabin by a social hall on the main deck opening to stairway to cabin above. The social hall and stairway are finished in mahogany, similar to the cabin above. The dining room, aft of social hall, is finished in China white and gold, and will accommodate eighty people at one sitting. The galley and crews' quarters are directly under dining room. The steamer is thoroughly ventilated with McCreary's ventilating system. She is lighted by 225 16-candle-power lights, and has also signal lights, as well as a 5,000 candle-power search light on top of pilot-house for running the for running the "Soo" river by night. Steering gear is of the Williamson Bros. make - combination hand and steam. Marine Review, October 25, 1900.

Taken to Pacific Coast in 1907. Left Puget Sound in tow of *Oneyana*, May 21, 1968, and arrived at Oakland, CA on May 27, 1968, to be converted to maritime museum. Burned there at Clay Street Pier on June 23, 1968. Removed from documentation in June, 1968, and scrapped. HCGL.

**TAMPICO** US-145840

1900, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 247' x 42' x 24' x 2133 Gross Tonnage

*Tampico* (Propeller), 2 May 1900. The ocean-going steamer *Tampico* will be launched at Craig's next Saturday afternoon. She was built for the Hawgoods of Cleveland, and when not occupied on the lakes will look for business on the Atlantic. Capt. Jensen, formerly of the steamer *George T. Hope*, is in Toledo to take command of the *Tampico*. Milwaukee Wisconsin, April 25, 1900.

First documented at Toledo, OH, May 11, 1900. Vessels first Great Lakes enrollments transferred to Norfolk, VA, November 11, 1900. After being rebuilt for ocean war service by American Ship Building Co., at Buffalo, NY, in 1941-1942, vessel returned to Great Lakes trade in 1943, before being sent to British in 1944. Beached at Foot of Riopelle Street, Detroit, MI, 1964-1967. Towed to Kewaunee, WI, by tug *John Purves*; sunk as temporary breakwater during construction of a power plant at Two Rivers, WI, until fall, 1968. Then raised and towed to east end of Frankfort (MI) Bay along with hull of *Adrian Iselin*.

**WACCAMAW** US-81715

**ROYAN**

1900, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 249.7' x 40.5' x 15.4', 1359 Gross Tonnage

*Waccamaw* (Propeller), 15 Sep 1900. The steel steamer building at the Craig Shipbuilding Co., Toledo, for John L. Crosthwaite, of the Atlantic Steamship Co., will be launched shortly. She is to be called the *Waccamaw*, after a river

in South Carolina that runs through the lumber tract of the Atlantic Coast Lumber Co. The *Waccamaw* will be ready to go to the coast during the present month and will soon be bringing yellow pine lumber from the company's mills at Georgetown, S.C., to northern ports. *Marine Review*, August 9, 1900.

1921 Sold Canadian in 1921, name changed to *Royan*; owned George Hall. Owned Canada Steamship Line in 1928, Limited, Montreal, Quebec. Abandoned in 1937. GLMD.

**ARGO** US-107627

**RACINE**

**RENE**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 173.42' x 31.50' x 20.66', 1089 Gross Tonnage

*Argo* 1901-1910, *Racine* 1910-1917, *Rene* 1917-1938

*Argo* (Propeller), 15 Mar 1901. The A. Booth Company's new steel steamer *Argo* was successfully launched from Craig Company yard at Toledo on Saturday. *Port Huron Daily Times*, March 21, 1901.

*Argo* (Propeller), aground, 23 Nov 1905. Holland, Mich., Nov. 24. In a terrific storm on Lake Michigan last night the steamer *ARGO*, of the Graham & Morton passenger fleet, went hard aground on sand bar north of the North Pier. All efforts to release her have up to this time been futile, and she is in great danger of being pounded to pieces. Owing to the heavy sea it was impossible for the life saving crew to reach the steamer, and the passengers were taken off in the breeches buoy. The boat carried a crew of 22 men and had 30 passengers aboard. She left Chicago last night at 8 o'clock. *Buffalo Evening News*, November 24, 1905.

Wreck of the *Argo*. It was at Holland that the accident making necessary the greatest saving of life occurred, when the steamer *Argo*, belonging to the Graham & Morton line, with nineteen passengers and a crew of twenty-two all told, on board, bound from Chicago to Holland, encountered a gale which reached a velocity of fifty miles an hour. On arriving off Holland and attempting to enter the harbor, tremendous seas swept her to leeward, and she was dashed against the pierheads, then drifted upon a sandbar about 500 feet from shore, where she was momentarily threatened with destruction in the heavy breakers.

The lifesaving crew tried to reach the vessel in a surfboat, but were unable to launch it. They hastily rigged the beach apparatus, fired a shot which went directly over the vessel, after which the breeches buoy was sent out and the passengers landed without mishap. The surfmen then did all in their power in assisting the master to save his ship, but all efforts proving futile, she was abandoned until spring. *Detroit Free Press* [flashback], May 12, 1907.

June 30, 1910 renamed *Racine*. December 31, 1917, sold New York to French government; home port Brest, France; renamed *Rene*. GLMD.

**BUCKMAN** US-3904

**ADMIRAL EVANS**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 253.00' x 38.33' x 22.66', 1820 Gross Tonnage

*Buckman* 1901-1913, *Admiral Evans* 1913-1937

As *Admiral Evans* wrecked at Hawk Inlet, Alaska, on March 9, 1918, refloated in June, 1918. Removed from documentation and rebuilt. Scrapped in 1937. HCGL.

**IROQUOIS** US-100730

**ALASKA SHELL**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 214.00' x 34.33' x 21.16', 1169 Gross Tonnage

*Iroquois* 1901-1973, *Alaska Shell* 1973-1983

To West Coast, via Cape Horn, in 1907. Returned to Lakes, 1920-1927, then returned to West Coast. 1926 sold to Puget Sound Navigation Co. and returned to the West Coast via Panama Canal; 44 days Manitowoc to Seattle. 1928 rebuilt at Houghton, Washington by Lake Washington Shipyards as sea-going auto ferry. Capacity 80-90 autos and 500 day passengers, 140 berths for night passengers. Seattle-Port Townsend-Victoria night service. 1939 Seattle-Port Townsend route. 1941 Port Angeles-Victoria route. 1942 Summer service Seattle-Port Townsend-Port Angeles-

Victoria days; returning to night runs in the fall. 1947 replaced by new ferry *Chinook*. April 15, 1983 sank because of explosives on her in Akutan, Alaska. HCGL.

**LAKESIDE** US-141738

**OLCOTT**

**HURON**

**ZELEE**

**CHIMERE**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 128.42' x 28.00' x 9.42', 285 Gross Tonnage

*Lakeside* 1901-1911, *Olcott* 1911-1916, *Huron* 1916-1924, *Zelee* 1924-1943, *Chimere* 1943-

Lengthened in 1905. Rebuilt at Staten Island, New York 1916, as ocean-going tug. Converted to survey vessel in 1924. Was sold on June 6, 1916, to French Government. Paid off from French Navy 1940 at Toulon, France. Acquired by German Navy early in 1943, but plan to place her in service as *S. G. 30* never happened. Apparently scrapped. HCGL.

**METEOR** US-93118

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 253.50' x 43.16' x 24.16', 2301 Gross Tonnage

*Meteor* (Propeller), 29 Jan 1901. The lake and Ocean-going steamer *Meteor*, built for the Hawgood Transit Co., will be launched from the yard of the Craig Ship Building Company at Toledo on Tuesday. Port Huron Daily Times, January 28, 1901.

Stranded on Block Island, Rhode Island, July 10, 1926, and became total loss.

**PURITAN** US-150898

**USS PURITAN (SP-2222)**

**PURITAN**

**GEORGE M. COX**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 233.00' x 40.42' x 21.75', 1547 Gross Tonnage

*Puritan* 1901-1918, *USS Puritan* 1918-1919, *Puritan* 1919-1933, *George M. Cox* 1933-1933

April 1918, Transferred to US Navy, to Coast; 2nd deck enclosed, intended for but not used as troop transport. September 1919, Owned Chicago, Racine & Milwaukee Line, outfitted as overnight cruise ship.

May 27, 1933 ½ mile South East of Rock of Ages light, near Isle Royale, Lake Superior. Traversing the foggy area at 17 knots, she impaled herself on a rock pinnacle. Photos show her with 110 feet of her keel out of the water and her fantail awash. She had been enroute to pick up passengers for her first cruise since refitting. According to the National Park Service, there was a total 125 passengers and crew aboard. She broke in half and slipped into deep water the following October. Used as a troop transport in WWI. Swayze.

**WATSON** US-18788

**ADMIRAL WATSON**

1901, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 253.00' x 38.33' x 22.66', 1820 Gross Tonnage

*Watson* 1901-1915, *Admiral Watson* 1915-1935

Scrapped in 1935.

**CHARLES BEATTY** US-127641

**USONA**

**BAYUSONA**

**PORT DE ST MALO**

**ROSLYN**

**USONA**

**IRONWOOD**

1902, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 211.42' x 40.42' x 13.33', 986 Gross Tonnage

*Charles Beatty* 1902-1916, *Usona* 1916-1917, *Bayusona* 1917-1921, *Port De St. Malo* 1921-1921, *Bayusona* 1921-1922, *Roslyn* 1922-1923, *Usona* 1923-1936, *Ironwood* 1936-1974

After being taken to coast by U.S. War Shipping Administration in 1942, returned to Lakes in 1943. Then chartered on coast to Canadian National Steamship Co., Ltd., London, G.B., under bare boat charter. Returned to Lakes in 1946 as *Ironwood*. Rebuilt and converted to diesel in 1951. Sank at dock, east bank of Maumee River, Toledo, Ohio, in summer of 1967. Raised in spring 1968 and rebuilt in 1969. Removed from documentation in July 1974 and sold Canadian for scrap. Scrapping completed at Hamilton, Ontario, in October, 1974. HCGL.

**REDONDO** US-111405

1902, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 188' x 38' x 11.42', 679 Gross Tonnage

Went to the west coast in 1919. Reduced to a barge in 1937. Foundered near Richmond, California in May, 1948. Not removed from documentation until November, 1969.

**THOMAS ADAMS** US-145937

**CLETUS SCHNEIDER**

1902, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 370.66' x 50.16' x 24.16', 3784 Gross Tonnage

*Thomas Adams* 1902-1917, *Cletus Schneider* 1917-1962

Rebuilt in 1921. Served as grain storage hulk at Buffalo, New York for Continental Grain Co. 1955-1962. Sold in April 1962 to Marine Salvage Ltd., Port Colborne, Ontario, for scrapping. Passed down Welland Canal, August 16, 1962 with tugs *Port Weller*, and *Salvage Monarch*, for scrapping at Humberstone, Ontario. HCGL.

**TOLEDO** US-145947

**DULCINO**

**MARINA**

1902, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Oiler, 250.42' x 42.00' x 25.42', 2277 Gross Tonnage

*Toledo* 1902-1920, *Dulcino* 1920-1929, *Marina* 1929-1932

Reportedly first steam propeller tanker built on Great Lakes. Lengthened by Harlan & Hollingsworth Co., Wilmington, Delaware in 1914 (291.33 x 42 x 26.75; 2951 gross - 1986 net). Scrapped in 1932.

**CITY OF SOUTH HAVEN** US-127731

**CITY OF MIAMI**

**E. G. CROSBY**

1903, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 247.58' x 40.25' x 21.58', 1719 Gross Tonnage

*City of South Haven* 1903-1920, *City of Miami* 1920-1923, *E. G. Crosby* 1923-1942

*City of South Haven* (Propeller), 21 Mar 1903. The new steamer *SOUTH HAVEN* to be launched at the Toledo ship yards today, and which will be used on the South Haven route, is expected to excel all other passenger steamers on the lakes in point of speed. Buffalo Evening News, March 21, 1903.

*City of South Haven* (Propeller), race, Jun 1903. The new steamer *City of South Haven* recently completed, and the propeller *Manitou*, supposed to be the fastest boat running into Chicago, will race the length of Lake Michigan next Wednesday. Marine men are taking great interest in the race. Buffalo Evening News, June 20, 1903.

Sold to U.S. Navy on April 19, 1918, and converted to transport (*USN No. 2527*) by Kraft Shipyard & Dry Dock Co., Chicago, Illinois. Commissioned on November 9, 1918, and departed Chicago for coast on November 29, 1918. Arrived at Boston December 13, 1918 for fitting out as cross-channel transport. War ended before she could go across and decommissioned on December 3, 1919 for sale to purchaser.

Sold to Goodrich Transit Co., on November 4, 1919. Sold by J. G. Crosby to Havana-American S.S. Co., February 3, 1920; by them to A. O. Anderson & Co., on May 21, 1920; and back to Havana-American S.S. Co. on June 17, 1920. Sold by U.S. Marshal, November 6, 1922, to O'Brien Bros. Towing Co.; and by them to Havana Navigation Corp., on November 16, 1922.

Disposition: Burned December 3, 1935 in "bone yard" at Sturgeon Bay, Wisconsin, after lying there for some time. Hull was scrapped in 1942, but was not dropped from U.S. List of Merchant Vessels until 1945 edition. HCGL.

**G. H. BREYMANN** US-86675  
1903, Toledo, Ohio, Gilmore Brothers  
Wood Propeller Tug, 75.50' x 19.33' x 9.33', 60 Gross Tonnage

Burned at Toledo, Ohio on June 8, 1926.

**GEORGE L. CRAIG** US-86662  
**ROBERT R. PAISLEY**  
**ROBERT J. PAISLEY**  
**PAM SCHNEIDER**  
1903, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 370.66' x 50.16' x 24.16', 3762 Gross Tonnage

*George L. Craig* 1903-1915, *Robert R. Paisley* 1915-1920, *Robert J. Paisley* 1920-1930, *Pam Schneider* 1930-1963

Rig changed to barge in 1955. Tonnage change in 1961. Served as grain storage hulk at Buffalo, New York, 1955-1962. Scrapped by Marine Salvage, Ltd., at Port Colborne, Ontario in 1963. HCGL.

**GRAND HAVEN** US-200007  
1903, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Car Ferry, 306.00' x 54.33' x 17.25', 2320 Gross Tonnage

Ran under Honduran registry between West Palm Beach, Florida and Havana, Cuba 1946-1960. With Fidel Castro's regime in Cuba, laid up at West Palm Beach. Brought back to Lakes for service between Cleveland, Ohio and Ports Burwell and Stanley, Ontario hauling truck trailers laden with steel, in Fall, 1964. Because of political difficulties in Canada, made only a few trips in winter, 1965, before being laid up. Laid up in Spring, 1965 at old Pennsylvania Dock, Cleveland, Ohio; later moved to dockage in Old River Bed. Sank at dock September 19, 1969 and raised on November 5, 1969. Sold to Marine Salvage, Ltd., and passed down, Port Colborne, November 28, 1969, in tow of tugs *G. W. Rodgers* and *Herbert A.* Gutted by fire, January 12, 1970, during scrapping operations at United Steel & Refining Co., Ltd. dock at Hamilton, Ontario. HCGL.

**KENSINGTON** US-200203  
**M. A. REEB**  
**O. S. MCFARLAND**  
1903, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 370.66' x 50.16' x 24.16', 3762 Gross Tonnage

*Kensington* 1903-1917, *M. A. Reeb* 1917-1928, *O. S. McFarland* 1928-1972

Reconstructed by Manitowoc Shipbuilding Co. in 1921. Converted to crane ship in 1940. After lying at Fairport, Ohio for several years, towed to Saginaw, Michigan arriving December 3, 1970 in tow of tug *Laurence C. Turner*. Laid up for winter with storage cargo of soy beans. Sold at U.S. Marshal sale, summer, 1970, to John Stropich (Escanaba Towing Co.). Chartered to Wilson Marine Transit Co., and placed on coal run, Toledo-Detroit, in summer 1970, towed by tug *Olive L. Moore*. Dropped from documentation January/February, 1972. Passed up at Soo, first week of July 1972, in tow of tug *Olive L. Moore*, for scrapping by Hyman, Michaels Co. at Duluth, Minnesota. Scrapped fall, 1974. HCGL.

**CITY OF BENTON HARBOR** US-200919  
1904, Toledo, Ohio, Craig Shipbuilding Company  
Steel Side Wheeler, 251.66' x 36.42' x 14.33', 1286 Gross Tonnage

U.S. Marshal's sale, Chicago, Illinois May 10, 1933. Vessel was reportedly sold to Captain John J. Roen, of Sturgeon Bay, Wisconsin about 1936 and converted to a showboat. But venture failed and she was laid up at

Sturgeon Bay, Wisconsin. She was gutted by fire in 1938, and scrapped at Sturgeon Bay, Wisconsin in 1942. HCGL.

**EDITH** US-201153

**MANZINANITA**

**KWASIND**

1904, Toledo, Ohio, Craig Shipbuilding Company  
Steel Steam Yacht, 137.50' x 19.42' x 9.58', 123 Gross Tonnage

*Edith* 1904-1906, *Manzinanita* 1906-1914, *Kwasind* 1914-1915. Sold to Mexico in 1915. Colton

**INDIANAPOLIS** US-200920

1904, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 180.00' x 32.00' x 18.50', 765 Gross Tonnage

Went to West Coast via Cape Horn. Rebuilt as automobile carrier at Seattle, Washington, July 25, 1933. Final enrollment surrendered at Seattle, Washington, August 23, 1939, and endorsed "dismantled and abandoned as unfit for further use." HCGL.

**SPEAR** U.S. Army

1904, Toledo, Ohio, Henry D. Root  
Wood Propeller Tug, 85.00' x 20.00' x 10.00', 160 Gross Tonnage

Built at Lorain, Ohio, completed at Toledo, Ohio. Abandoned in 1937. HCGL.

**ARCADIA** US-201285

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Steam Yacht, 137.50' x 19.42' x 9.58', 123 Gross Tonnage

Foundered in the British West Indies 1947. Colton.

**CAPITOLA** US-201194

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Steam Yacht, 137.50' x 19.42' x 9.58', 123 Gross Tonnage

Sold Canadian 1943. Stranded at Laguna Madre, seventy miles south of Brownsville, TX, on December 26, 1948, then burned to a total loss. HCGL.

**CRAIG** US-202136

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Tug, 53.00' x 15.00' x 7.00', 32 Gross Tonnage

Converted to oil, 1928. First enrollment issued at Toledo, Ohio, June 26, 1905. Under charter to South Haven Wrecking and Towing Co., South Haven, Michigan, 1905-1913. Dropped from documentation in 1942. HCGL.

**ENGINEER NO. 4** US-202203

**ALFRED NOBLE**

**ALEXANDER B.**

**CONNIE M.**

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller Tug, 67.50' x 15.50' x 7.00', 34 Gross Tonnage

*Engineer No. 4* 1905-1905, *Alfred Noble* 1905-1943, *Alexander B.* 1943-1949, *Connie M.* 1949-1963

Built as US Army Survey Vessel. Sold Canadian in 1943. Registry closed on June 12, 1963, and endorsed "vessel scrapped." HCGL.

**JAMES P. WALSH** US-201811

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 488.50' x 52.00' x 31.00', 5630 Gross Tonnage

Reconstructed by Rud Machine Co., Cleveland, Ohio in winter, 1916-1917. Resold to Eisen und Metall A.G., Hamburg, Germany. Passed down at Detroit, in tow of tug *Matton* May 23, 1961 then towed to Germany. Demolition started at Hamburg, July 18, 1961.

**R. E. DOVILLE** US-201815

**D. MASSEY**

**H. B. CUNNINGHAM**

**H. STEVEN**

1905, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 120.42' x 28.00' x 7.00', 199 Gross Tonnage

*R. E. Doville* 1905-1968, *D. Massey* 1968-1987, *H. B. Cunningham* 1987-1988, *H. Steven* 1988-

Converted to diesel in 1945. Out of documentation, 1937-1941. Built as sand dredge *R. E. Doville*. Galley exploded, September 23, 1967, at foot of St. John Street, Detroit, Michigan, and vessel sank at dock; one life lost. Hull raised and rebuilt at Port Huron, Michigan in winter, 1967-1968. Out of documentation. HCGL.

**ASPEN** U.S.L.H.S

1906, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 117.58' x 25.00' x 11.66', 277 Gross Tonnage

Built for the United States Lighthouse Service 1906-1939. United State Coast Guard 1939-1948. Stationed at Detroit, Michigan 1906-1948. Out of service in 1948. Laid up, but not documented, at Ferrysburg, Michigan 1948-c.1975. Moved to St. Ignace, Michigan c.1975. Scrapped November, 1999, at Sault Ste. Marie, Ontario by Purvis Marine. HCGL.

**EUGENE ZIMMERMAN** US-202711

**GRAND ISLAND**

**POWERAUX CHRIS**

1906, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 488.50' x 52.00' x 31.00', 5630 Gross Tonnage

*Eugene Zimmerman* 1906-1915, *Grand Island* 1915-1963, *Poweraux Chris* 1963-1964

*Eugene Zimmerman* (Propeller), sunk by collision, 16 Apr 1906. STEEL STEAMERS SUNK IN COLLISION. The *Saxona* and *Eugene Zimmerman* In Disastrous Crash At The Soo. Sault Ste. Marie, April 17. The most disastrous collision in many years in the Soo passage occurred yesterday morning when the steel steamers *Saxona* and *Eugene Zimmerman* came together at the foot of the Dyke. The *Saxona* was just making the turn at that point when she collided with the *Zimmerman*, striking the latter 20 feet back of the bow on the port side, crushing through the steel sides as far as the pilot house, and twisting the stem badly.

The *Zimmerman* sank at once in 20 feet of water on the Canadian side of the river. The crew are safe. The *Saxona* continued on down the river as far as Little Mud Lake, where she filled and sank on the west side of the river. The channel is not blocked by the accident. Buffalo Evening News. April 17, 1906.

*Eugene Zimmerman* (Propeller), repairs, 9 Jun 1906. WILL COST \$50,000 TO TO REPAIR STEAMER ZIMMERMAN. Cleveland, June 9. It will take at least two months for the Lake Shipyards to complete repairs on the steel vessels now lined up waiting to go into drydocks. The steamer *Zimmerman*, which was sunk in collision with the *Saxona* in the Soo Passage on her first trip, will be at the local shipyard for seven or eight weeks, and the repair bill will be between \$50,000 and \$60,000. The steamer *Crescent City* and barge *Manila*, recently released from the beach near Duluth, will be repaired at Ohio ports and they will both be big jobs. Buffalo Evening News, June 9, 1906.

Passed down Welland Canal, August 27, 1964, in tow of tugs *Foundation Valiant* and *Foundation Vibert* for Europe. Arrived in tow at Hamburg, Germany, on November 9, 1964, for scrapping by Eckhardt & Co. HCGL.

**SIERRA** US-203757

1906, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 438.58' x 52.00' x 23.75', 4846 Gross Tonnage

*Sierra* (Propeller), collision, 31 Jul 1916. BIG SHIPS IN BAD COLLISION. According to a dispatch from Detroit another collision, in which downbound boats figured, occurred in the St. Clair River at Algonac at 2 o'clock



yesterday morning, and the damage will be very heavy. Just how the collision occurred was not learned, but according to reports the steamer *Sierra*, which had been at anchor, was under way only a short time when the steamer *Empire City*, with the barge *Carrington* in tow, hit her.

Both the steamers lost their rudders. When they came together the barge *Carrington* rammed the *Empire City* and stove in her stern. The stern of the *Sierra* was stove in for quite a distance by the *Empire City* and the bow of the latter steamer was badly damaged.

The *Carrington* suffered little damage and she was picked up by the steamer *Pentecost Mitchell* and towed to Toledo, where she will discharge her ore cargo. *Empire City* and the *Carrington* are owned by the Pittsburgh Steamship Co., and the *Sierra* is operated by the Inter-Ocean Steamship Co., G. A. Tomlison of Duluth, manager. Buffalo Daily Courier, August 1, 1916.

Converted to self-unloader by Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wisconsin in 1929. Passed upbound at Detroit June 2, 1964, to load scrap at Bay City, Michigan. Passed down at Welland Canal June 10, 1964 for scrapping by Steel Co. of Canada, Ltd., at Hamilton, Ontario. HCGL.

**THEODORE ROOSEVELT** US-202941

1906, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 275.50' x 40.00' x 23.33', 1955 Gross Tonnage

*Theodore Roosevelt* (Propeller), 1 Apr 1906. BIG LAKE STEAMERS TAKE THEIR FIRST DIP. The *HARVEY D. GOULDER*. A freighter, and *ROOSEVELT*, Passenger Boat, Launched. Lorain, O. March 31. In the presence of 1000 spectators, the freight steamer *Harvey D. Goulder* was launched at the yards of the American Shipbuilding Company here today. *The Goulder* is one of the largest freight carriers on the lakes. She is 545 feet long and 50 feet in width. She cost 400,000 and was built for the Hawgood-Avery Company.

**THEODORE ROOSEVELT** LAUNCHED. Toledo, O., March 31. The *Theodore Roosevelt*, believed to be the fastest steamer on the Great Lakes, was launched today at the yards of the Toledo Shipbuilding Company. The steamer will ply between Chicago and Michigan City. Buffalo Sunday Morning News, April 1, 1906.

Excursion Vessel with capacity of 3500 people. Went through many different owners during its lifetime. Scrapped in May 1950 at the Boneyard, Felix Bay, Jones Island, Wisconsin. GMDB.

**CHARLES HUBBARD** US-203918

1907, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 438.58' x 52.00' x 23.75', 4846 Gross Tonnage

In collision with Canadian steamer *Georgian Bay* in fog, in St. Marys River, September 1955. In collision with Swedish steamer *Signeborg* July 21, 1959 on western Lake Erie, damaging five bow plates. Sold by U.S. Maritime Commission, July 29, 1966 to Great Lakes Dredge & Dock Co., Chicago, Illinois and scuttled as temporary breakwater during construction of Burns Harbor, Indiana in 1967. Sale price was \$50,536. HCGL.

**SMITH THOMPSON** US-204190

**ROBERT N. JOYNT**

1907, Toledo, Ohio, Toledo Ship Building Company  
Steel Propeller, 438.58' x 52.00' x 23.75', 4786 Gross Tonnage

*Smith Thompson* 1907-1959, *Robert N. Joynt* 1959-1961

Passed down through Welland Canal on May 25, 1961 for Levis, P.Q., under own power. Was towed to Europe for scrapping. HCGL.

**ARAWANNA** US-205633

1908, Toledo, Ohio, Builder Unknown  
Wood Propeller, 42.58' x 11.42' x 3.00', 8 Gross Tonnage

Burned in Detroit River near Detroit, Michigan on September 27, 1934. HCGL.

**FRED G. HARTWELL** US-204987

**HARRY W. CROFT**

1908, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller, 514.00' x 58.00' x 25.50', 6223 Gross Tonnage

*Fred G. Hartwell* 1908-1917, *Harry W. Croft* 1917-1969

HOPE TO SAVE WRECKED TOMLINSON FREIGHTER. Reports from the Soo last night said that work on the steamer *Fred G. Hartwell* of the Tomlinson line, Duluth, was proceeding as fast as the weather permitted. Ore is being thrown overboard, and the lighters expect to float it today. "More than 1,000 tons have been jettisoned," reads the report, "but the pumps have been unable to keep down the water, and more of its cargo will have to be lightered."

Wreckers are experiencing great difficulty in reaching the steel steamer *William Nottingham*, which is fast on a ledge of rock between the Parsian and Sand islands. A large derrick scow finally succeeded in getting near enough to work, but the boat was leaking so badly that as fast as the grain was removed the water would run in. Three pumps from the Pittsburgh Steamship Company stores were taken up lake yesterday morning and the wreckers may succeed in releasing the boat by Saturday. The cargo will be a total loss. Any change in the weather will probably mean that the boat will be lost entirely, as it is lying in an exposed position. Duluth News Tribune, Duluth, MN, 14 Nov 1913.

Repowered in 1954. Was reportedly transferred to Bomar Shipping Lines, Ltd., North Shore Shipping Lines, Ltd., Mgrs., Montreal, P.Q., and renamed *Prince Labrador* in 1966, but deal failed to materialize. Was sold as "trade-in-tonnage" to U.S. Maritime Commission, for \$95,000, in 1969. Passed down Port Colborne, August 9, 1969, in tow of German tugs *Fairplay No. 10* and *Fairplay No. 12*. Arrived in tow with *Philip Minch*, behind Polish tug *Jantar*, at Santandar, Spain, on September 27, 1969, for scrapping. HCGL.

**JOHN DUNN, JR.** US-204973

**SPRUCEDALE**

1908, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 514.00' x 58.00' x 25.50', 6160 Gross Tonnage

*John Dunn, Jr.* 1908-1961, *Sprucedale* 1961-1969

Sold Canadian 1961 to Redwood Enterprises, Ltd. (Westdale Shipping, Ltd., Mgrs). Sold to Marine Salvage, Ltd., Port Colborne, Ont., in Spring, 1969. Departed Toronto, Ont., under tow, June 29, 1969. Arrived at Spezia, Italy, for scrapping, under tow, August 14, 1969. HCGL.

**DENMARK** US-206152

1909, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 440.00' x 56.00' x 28.00', 5448 Gross Tonnage

Resold in May, 1961, to Terrestre Maritime S. A., and arrived in tow of German tug *Elbe*, along with propeller *Michael Gallagher*, at Spezia, Italy, for scrapping, on August 6, 1961. HCGL.

**MULINIX BROS.** US-206107

1909, Toledo, Ohio, Builder Unknown  
Wood Propeller, 81.66' x 24.42' x 5.75', 91 Gross Tonnage

Sand Dredge. First enrollment issued at Toledo, Ohio May 3, 1909. Abandoned in 1937. HCGL.

**WAUKETA** US-206077

1909, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 175.00' x 38.33' x 14.42', 543 Gross Tonnage

Ran Toledo-Detroit-Port Huron, stopping at Tashmoo Park. Taken to Coast in 1929 and ran in excursion trade around New York-Long Island Sound. Chesapeake & Ohio Railway Co. purchased her in 1944 and used her as ferry connecting Newport News and Norfolk, Virginia. Converted from excursion vessel to ferry in 1946. After highway bridge was built over James River in 1952, they shifted to buses and vessel was sold for scrap. Scrapped at Baltimore, Maryland in 1952. HCGL.

**ANN ARBOR NO. 5** US-208261

1910, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 360.00' x 56.25' x 18.75', 2884 Gross Tonnage

*Ann Arbor No. 5* (Propeller), 5 Jan 1911. CAR FERRY FIGHTS ICE, Port Huron, Mich., Jan. 5. The car ferry *Ann Arbor No. 5*, built by the Toledo Shipbuilding Company for the Ann Arbor Railroad Company, en-route from Toledo to Frankfort, where she will be placed on the run from Manistique to Frankfort, is having some difficulty in breaking a passage through the ice in the St. Clair River, which is very heavy and in some places blocked to the bottom.

The *Ann Arbor* is the largest car ferry in the world, and has a capacity of 54 cars. Her machinery, which is fitted with Phoenix metal, is the most powerful of any steamer of this type in the world. She has forced her way up the river as far as Algonac and is expected to pass this port tomorrow. Buffalo Evening News, January 5, 1911.

Vessel was used as "trade-in tonnage" by Hudson Waterways Corp., for C-4 class cargo vessel *Marine Adder*. Sold by Maritime commission to Bultema Dock & Dredge Co. for \$27,775. Towed from Frankfort, Michigan, to Manistique by tug *Muskegon* on December 1, 1967. Out of documentation in Spring, 1969. Sunk as temporary breakwater at Palisades (South Haven), Michigan. Broke up during winter, 1969-1970. In summer, 1970, hull was clam-shelled out and scrapped. HCGL.

**ERWIN L. FISHER** US-207617

**BAYERSHER**

**PORT DE CAEN**

**BAYERSHER**

**CLAREMONT**

**GEORGE J. WHELAN**

1910, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 220.00' x 40.00' x 15.25', 1184 Gross Tonnage

*Erwin L. Fisher* 1910-1916, *Bayersher* 1916-1921, *Port De Caen* 1921-1921, *Bayersher* 1921-1923, *Claremont* 1923-1930, *George J. Whelan* 1930-1930

*Erwin L. Fisher* (Propeller), sunk by collision, 4 May 1911. STEAMER *FISHER* SINKS IN RIVER, THREE MISSING. Down Bound In Lower Detroit River When Rammed By The *Stephen Clement*. Detroit, May 5. The steel steamer *Fisher* was sunk early today opposite Wyandotte, in the lower Detroit River, in a collision with the steamer *Stephen Clement* of Cleveland. Chief engineer W. W. Auhl and steward Louis Sugden and Sugden's wife, who was assistant steward, are missing and are believed to have been drowned. The *Fisher* sank with a big hole amidships in a few minutes. A boat from the *Clement* rescued the remainder of the *Fisher's* crew who jumped overboard in their night clothing.

The *Erwin L. Fisher* was a steel steamer, 220 feet long with 40 feet beam and 15 feet depth and was built in 1910. She was owned by the Argo Steamship Company of Cleveland.

The *Fisher* was down-bound and the *Clement* up-bound and the two vessels crashed together off Grassy Island. The big *Clement*, 480 feet long, struck the smaller steamer bow on, amidship and tore a great hole in her hull. While the crew of the *Fisher*, awakened by the shock of the collision were tumbling from their berths and running to the rail to jump overboard their vessel turned on her side and went to the bottom. Engineer *Auhl* is believed to have been trapped in the engine room, while Steward Sugden and wife are supposed to have been drowned in their cabin.

The *Fisher* lies in 16 feet of water. The survivors of her crew were brought to Detroit by the *Clement*. Buffalo Evening News, May 5, 1911.

STEAMER *FISHER* FLOATED. The steamer *Erwin L. Fisher*, sunk in the lower Detroit river in a collision with the steamer *S. M. Clement* on May 7, and abandoned to the underwriters as a constructive total loss, was pumped out and floated yesterday, and will be towed to dry dock in Detroit. She was raised by Capt. Alexander Cuning, wrecking master of the Great Lakes Towing Company. Buffalo Evening News, August 7, 1911.

Converted to sand dredge in 1930. On first trip as sand dredge, foundered six miles north of Dunkirk, New York, Lake Erie, on July 29, 1930; fifteen lives lost. Six crew members rescued by Amasa Stone.

**NORWAY** US-207247

**RUTH HINDMAN**

1910, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 504.00' x 58.00' x 25.50', 6673 Gross Tonnage

*Norway* 1910-1964, *Ruth Hindman* 1964-1975

Cleared Owen Sound, Ontario, June 17, 1975, for Thunder Bay, Ontario, and scrapping by Western Metals Corp. HCGL.

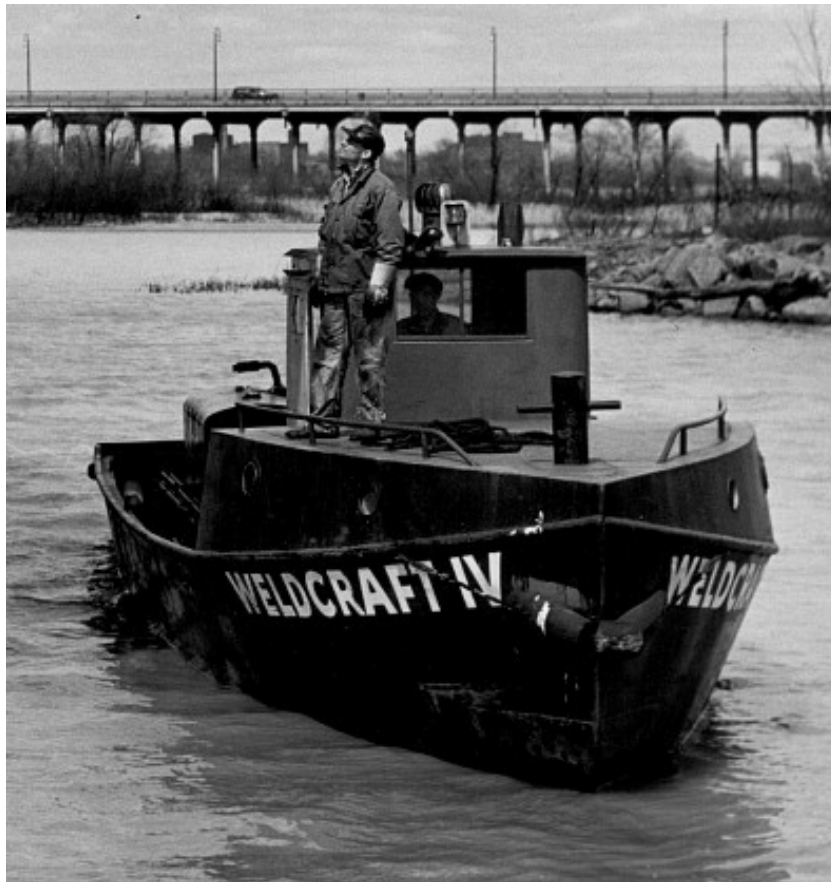
***STE. CLAIRE*** US-207582

1910, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 181.00' x 50.00' x 14.75', 870 Gross Tonnage

The *Ste. Clair* ran excursions from Detroit to Bob-Lo Island for many years. After the island park closed in 1993, she fell into disrepair. In 2003 she was towed to Toledo, Ohio, where she has been undergoing restoration. In 2015, the vessel was towed to the former Detroit Lime Dock on the Rouge River. The *SS. Ste. Claire*, more widely known as one of the Bob-lo Boats, could dock in St. Clair permanently. The passenger steamer was decommissioned in 1991. The ship ran for 81 years, carrying passengers between Detroit and the Bob-lo Island amusement park near Windsor.



*Mackinaw WAGB-83*, 1944, Toledo, Ohio, Toledo Ship Building Company



*Weldcraft IV*, 1952, Toledo, Ohio, Hans Hansen Welding Company



*Wolverine*, 1952, Toledo, Ohio, Hans Hansen Welding Company



*Mackinac Islander/Diamond Belle*, 1958, Toledo, Ohio, Hans Hansen Welding Company



*Shenango II*, 1958, Toledo, Ohio, American Ship Building Company



*John Sherwin*, 1958, Toledo, Ohio, American Ship Building Company





*PF-107/HMTS Tapi*, 1970, Toledo, Ohio, American Ship Building Company



*Roger M. Kyes/Adam E. Cornelius*, 1973, Toledo, Ohio, American Ship Building Company



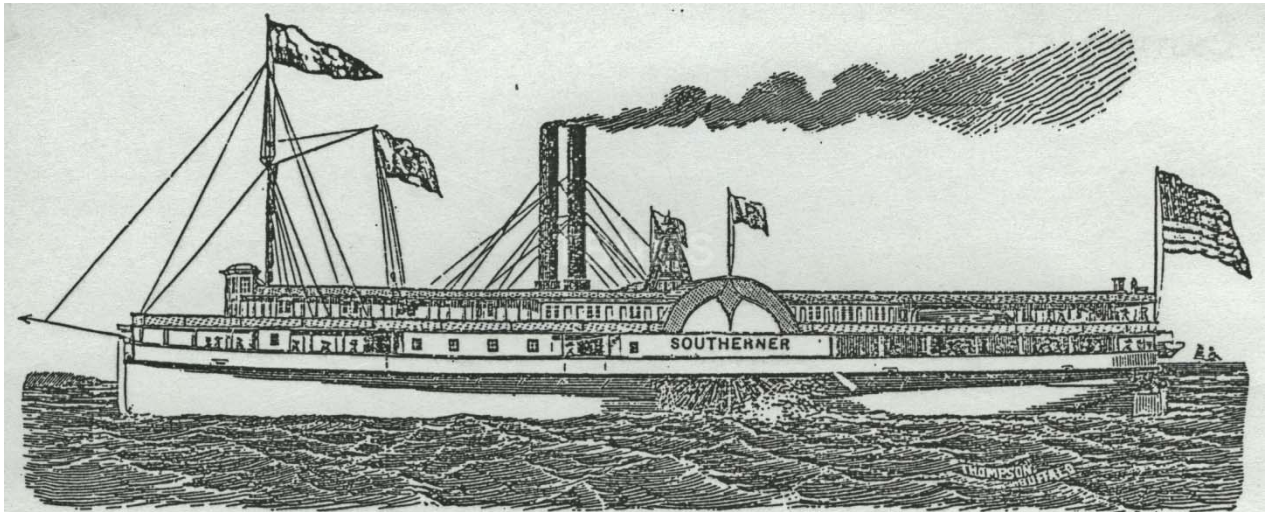
*Huron Maid*, 1977, Toledo, Ohio, Hans Hansen Welding Company



*Mesabi Miner*, 1977, Toledo, Ohio, American Ship Building Company



*William J. De Lancey/Paul R. Tregurtha*, 1981, Toledo, Ohio, American Ship Building Company



*Southerner*, 1847, Monroe, Michigan, Asa C. Keating

**CHIEF WAWATAM** US-209235  
1911, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 338.66' x 62.00' x 20.58', 2990 Gross Tonnage

Need by shippers for the Straits of Mackinac train ferry service provided by the Mackinac Transportation Company declined following construction of the Mackinac Bridge in 1957. After cross-Straits of Mackinac railroad car ferry service ended in 1984, the *Chief* lay in mothballs for several years in Mackinaw City. She was towed to Sault Ste. Marie, Ontario, in 1989 and cut down at that port to serve as a barge. In November 2009 it was reported that barge *Chief Wawatam* was being scrapped. At the time of this final scrapping she was one of the last survivors of the Great Storm of 1913.

One of the *Chief's* triple-expansion engines was withheld from salvage and, after being restored to operating condition, was placed on display in 2005 at the Wisconsin Maritime Museum in Manitowoc, Wisconsin. Other artifacts from the ferry, including the whistle, wheel, telegraphs, and furniture, are preserved by the Mackinac Island State Park Commission in Mackinaw City. Wiki.

**GLOBE** US-209121  
1911, Toledo, Ohio, Builder Unknown  
Wood Fish Tug, 43.42' x 11.50' x 4.58', 12 Gross Tonnage

September 9, 1954 at Saginaw Bay, NW of Pte. Aux Barques, Lake Huron. Threw a prop through her hull and sank quickly. The tug usually didn't carry a life raft, but one crewman's wife had a premonition and implored the 2-man crew to take a small rowboat on board the day of the loss. Both men took to the temporary boat when the *Globe* sank and were saved. Swayze.

**GUYANDOT** U. S. Army Corp of Engineers  
**C. S. WILLIAMS**  
1911, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Tow Boat, 230 Gross Tonnage

*Guyandot* 1911-?, *C. S. Williams* ?-1945

Built for U. S. Army Corp of Engineers. To France in 1945. Colton. Knocked down and shipped to Cincinnati for use on the Ohio River and others.

**MIAMI**  
1911, Toledo, Ohio, Toledo Shipbuilding Company

Steel Tow Boat, 230 Gross Tonnage

Built for U. S. Army Corp of Engineers. Out of service 1935. Colton

**ESSEX** US-211553  
**J. E. Mc QUEEN**  
**STOIC**  
1912, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Passenger Propeller, 94' x 36.1' x 12.9', 266 Gross Tonnage

*Essex* 1912-1914, *J. E. Mc Queen* 1914-?, *Stoic* ?-1944

Rebuilt as tug in 1914. Sold to Ecuadorian buyers in August, 1944.

**GEORGE E. WARREN** US-210590  
**HARRY FARNUM**  
1912, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 246.58' x 43.66' x 25.25', 2306 Gross Tonnage

*George E. Warren* 1912-1917, *Harry Farnum* 1917-1942

Converted to tanker and lengthened in 1916 (304 x 44.16 x 24.58; 3098 gross tonnage). Home port New York, New York. Scrapped in 1942.

**L. V. STODDARD** US-210720

**WALTER HARDCASTLE**

**W. L. CONNELLY**

**BARBARA**

**EMPIRE TAJ**

**ATTOCK**

1912, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 246.58' x 43.66' x 25.25', 2306 Gross Tonnage

*L. V. Stoddard* 1912-1917, *Walter Hardcastle* 1917-1922, *W. L. Connelly* 1922-1936, *Barbara* 1936-1942, *Empire Taj* 1942-1952, *Attock* 1952-1955

Converted to tanker and lengthened in 1916 (304 x 44.16 x 24.58; 3098 gross tonnage). Sold Italian 1936, British Ministry of War Transport 1942, Pakistan 1952. Reportedly reduced to fuel storage hulk at Karachi, Pakistan by Pakistani Navy, c.1955. HCGL.

**SCIOTA** U. S. Army Corp of Engineers

**R. J. NUGENT**

**MISS LOUISIANA**

1912, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Tow Boat, 230 Gross Tonnage

Sold Canadian as *R. J. Nugent* later *Miss Louisiana*. Colton

**THOUSAND ISLANDER** US-209906

1912, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 163.00' x 33.25' x 8.33', 355 Gross Tonnage

November 21, 1928 midlake off Thunder Bay, Michigan, Lake Huron. Upbound in tow of propeller Collingwood, she broke her cable and went down quickly in a storm. Bound Port Huron for Collingwood for repairs. Sold Canadian, 1915. Registered out of Montreal. Swayze

**SAINTE MARIE** US-210944

1913, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.00' x 62.16' x 21.58', 2383 Gross Tonnage

Car ferry ran by Mackinac Transportation Company it whole career. Sold in 1961 to the Sadoff Co., Fond du Lac, Wisconsin, to be scrapped by Luria Brothers. Scrapped at Ashtabula, Ohio in 1962.

**DAWNLITE** US-214491

**PURE WOFFORD**

**SAN CARLOS**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.16', 1976 Gross Tonnage

*Dawnlite* 1916-1930, *Pure Wofford* 1930-1947, *San Carlos* 1947-1950

*Dawnlite* (Propeller), 19 Aug 1916. BIG CROWDS AT TOLEDO VIEW *DAWNLITE* LAUNCHING. Toledo, Aug. 20. Many guests from New York as well as Cleveland and other lake points yesterday attended the launching of the *Dawnlite*, the third vessel of the Standard Oil Co. of New Jersey to be sent down the ways of the Toledo Shipbuilding yards.

There was a great crowd on hand to watch the big steamer take her first dip in the lake. Several marine men were present. It is expected that the *Dawnlite* will be ready for her trip to the coast by October 16. Buffalo Daily Courier, August 21, 1916.

Reduced to tank barge, 1930 (1976 gross - 1819 net). Sold to Mexican buyers in 1950; ultimate disposition unknown. HCGL.

**DAYLITE** US-214568

**GYORYO MARU**

**DAYLITE**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.75', 1976 Gross Tonnage

*Daylite* 1941-1941, *Gyoryo Maru* 1941-1946, *Daylite* 1946-1949

Reduced to schooner barge in 1935. Rebuilt as propeller in 1941. Presumably captured by Japanese in Philippines in 1941. Dropped from Lloyd's Confidential List in June, 1949, "detail of ownership unknown." HCGL.

**MOONLITE** US-214217

**ADMIRAL PEARY**

**SONORA**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.16', 1955 Gross Tonnage

*Moonlite* 1916-1922, *Admiral Peary* 1922-1934, *Sonora* 1934-1945

Re-engineered by Todd Dry Docks, Inc., Seattle, Washington, 1922. Sold to Mexico in 1934 and to Panama in 1941. Burned and sank off east coast of Florida, June 23, 1945. HCGL.

**STARLITE** US-214218

**STANDTOW NO. 2**

**TRANSITO**

**ESSO NO. II**

**ESSO SANTA FE**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.16', 1955 Gross Tonnage

*Starlite* 1916-1921, *Standtow No. 2* 1921-1922, *Transito* 1922-1938, *Esso No. II* 1938-1947, *Esso Santa Fe* 1947-1954

Sold Argentina 1922. Scrapped in 1954.

**SUNLITE** US-214557

**PURE SHERRILL**

**SAN GABRIEL**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.16', 1976 Gross Tonnage

*Sunlite* 1916-1930, *Pure Sherrill* 1930-1947, *San Gabriel* 1947-1950

Reduced to tank barge in 1930 (1976 gross - 1819 net). Sold to Mexican buyers, 1950; ultimate disposition unknown. HCGL.

**TWILITE** US-214440

**STANDTOW NO. 1**

**NORSWORTHY**

**PLATAPET**

**ESSO NO. 1**

**ESSO FORMOSA**

1916, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.58' x 21.16', 1955 Gross Tonnage

*Twilite* 1916-1921, *Standtow No. 1* 1921-1925, *Norsworthy* 1925-1927, *Platapet* 1927-1938, *Esso No. 1* 1938-1947, *Esso Formosa* 1947-1954

Reduced to barge, 1925. Tonnage change, 1927 (1522 gross - 1466 net). Sold to Argentina in 1927. Scrapped in 1954. HCGL.

**HORACE S. WILKINSON** US-215122

**WILTRANCO I**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 588.25' x 60.00' x 27.00', 8338 Gross Tonnage

*Horace S. Wilkinson* 1917-1963, *Wiltranco I* 1963-1973

As *Horace S. Wilkinson*: In collision with steamer *William B. Schiller* near Point Iroquois, Lake Superior, in fog; June 3, 1923. Former suffered \$15,000 loss; latter, \$135,000. In collision with steamer *Carole Lake* in Welland Canal, September 14, 1962. Was towed to Superior after this for conversion to barge. As *Wiltranco I*: Sank in Black Rock Channel, on way to Tonawanda, NY, Niagara River, after striking obstruction, June 30, 1967. Raised to next day and taken to American Ship Building Co., Lorain, OH, for repairs. Blown ashore 5 1/2 miles east of Sturgeon Point, Lake Erie, October 26, 1967, after snapping hawser in eight-foot waves. Refloated by another gale on October 28, 1967, and driven ashore two-three miles further east, off Hamburg, NY. Abandoned as constructive total loss and removed from documentation, March, 1968. Sold at public auction to Salvage Systems, Inc., Akron, OH, who defaulted on bond. Resold to second bidder, Great Lakes Marine Salvage Corp., Buffalo, NY, who also failed at salvage attempts. Released in October, 1969, by Clyde Van Enkevort, and taken to Lorain, OH; then removed to Detroit for repairs to hull and machinery. Placed back in service in 1970. In tow of tug *Olive L. Moore*, snapped towline on Lake Huron, downbound with ore, September 15, 1970. Later, with lighter towline, remote steering went out; Moore joined by tug *John Purves*. Broke loose in fog and grounded at south end of Livingston Channel, Detroit River, September 18, 1970. Released after holding up traffic several hours. As *Wiltranco I*: Broke loose from tug *Lee Reuben* on October 2, 1972, and struck a seawall just above St. Clair Police Post, St. Clair River, damaging wall. Grounded in Amherstburg Channel, Detroit River, November 29, 1972, when towing tug *Lee E. Reuben*, lost steerage. Released same day. Departed Escanaba, MI, August 2, 1973, in tow of tug *John Purves*, and joined at Port Huron on August 4 by tug *Barbara Ann*, for tow to Welland. Tow taken there by tugs *Helen Mcallister* and *Daniel Mcallister*, and reported off Tibbits Point, Lake Ontario, on August 15. Departed Montreal, P.Q., in tandem with *J. Clare Miller*, in tow of German tug *Fairplay X*, on August 22, 1973, and arrived at Santander, Spain, September 21, 1973, for scrapping. Made first trip as barge under *Horace S. Wilkinson* name; downbound Soo, June 18, 1963; pushed first year by chartered tug *Briana A. Mcallister*. Used for storage grain at Buffalo, NY, in 1964. Chartered late in season by Small, Inc. Returned to service in coal trade, Toledo to Buffalo, in spring, 1967, chartered to Bulk Navigation & Towing, Inc., Cleveland, OH; pushed by tug *Frances A. Small*. After repairs in 1969, placed in service in 1970, towed by tug *Olive L. Moore*, largely in ore trade, Escanaba-Indiana Harbor. Redocumented in September/October, 1969. Sold by U.S. Marshal's Sale, May 17, 1972, at Escanaba, MI, along with tug *Olive L. Moore*. HCGL.

Note: World War I Lakers listing sometimes show Craig Shipbuilding and/or Toledo Shipbuilding, shipyard was the same.

**LAKE SUNAPEE** US-216260

**FRANK LYNCH**

**NESTOR**

**OTTO**

**IRISH WILLOW**

**VERAGUAS**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2009 Gross Tonnage

*Lake Sunapee* 1917-1923, *Frank Lynch* 1923-1937, *Nestor* 1937-1939, *Otto* 1939-1941, *Irish Willow* 1941-1946, *Veraguas* 1946-1960

Vessel laid down as *War Flag* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Sold foreign in 1937.

Arrived in tow of tug *Farge*, July 26, 1960, at Temse, Belgium, for scrapping by Chantiers Navals J. Boel & Fils. HCGL.

**LAKE SUPERIOR** US-215756

**C. D. JOHNSON III**

**ANNA SCHAFFER**

**TULURAN (AG 46)**

**ANNA SCHAFFER**

1917, Toledo, Ohio, Toledo Shipbuilding Company



Steel Propeller, 252.00' x 43.42' x 18.75', 1977 Gross Tonnage

*Lake Superior* 1917-1926, *C. D. Johnson III* 1926-1933, *Anna Schafer* 1933-1942, *Tuluran (AG 46)* 1942-1946, *Anna Schafer* 1946-1947

Vessel laid down as *War Bayonet* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Scrapped by National Metals, Terminal Island, CA, in 1947.

**LAKEBRIDGE** US-215796

**CASCADE**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 1977 Gross Tonnage

*Lakebridge* 1917-1922, *Cascade* 1922-1941

Vessel laid down as *War Rifle* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Caught fire August 22, 1941, 37 miles from Sandheads (Calcutta), on voyage from Rangoon for Calcutta with timber. Sunk by Authorities. HCGL.

**LAKESHORE** US-215651

**OLYMPIC**

**TAGANAK (AG 45)**

**OLYMPIC**

**GLENTO**

**PILHAMN**

**LULU**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 1977 Gross Tonnage

*Lakeshore* 1917-1922, *Olympic* 1922-1942, *Taganak (AG 45)* 1942-1946, *Olympic* 1946-1947, *Glento* 1947-1947, *Pilhamn* 1947-1954, *Lulu* 1954-1961

Vessel completed as *WAR SHELL* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Sold foreign in 1947. Scrapped at Piraeus, Greece, in 1961. HCGL.

**LIMOGES**

**KALEV**

**GORGAS**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.75' x 43.50' x 18.66', 1851 Gross Tonnage

*Limoges* 1917-1927, *Kalev* 1927-1944, *Gorgas* 1944-1945

Built for French ownership, sold Russian 1927. Scrapped 1945. Colton.

**TOURS**

**JANINE**

**ANDRE MONTREUIL**

**D'ENAMBUC**

**PESSADES**

**ANTONIOS**

**ALGA**

1917, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.75' x 43.50' x 18.66', 1851 Gross Tonnage

*Tours* 1917- ?, *Janine*, *Andre Montreuil*, *D'Enambuc*, ?-1934, *Pessades* 1934-1936, *Antonios* 1936-1937, *Alga* 1937-1942

Built for French ownership, sold Greek 1936, sold Italian 1937. Torpedoed and sunk by British submarine on October 10, 1942, twelve miles from Djerba Island, Tunisia, on Mediterranean Sea. HCGL.

**CALAVARIS** US-216804

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.50' x 43.70' x 22.50', 2379 Gross Tonnage

Scrapped in 1928.

**CALICOROCK** US-217079

**WALTER FISCHER**

**NORDAFRIKA**

**BALATON**

**OKA**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.50' x 43.70' x 22.50', 2379 Gross Tonnage

*Calicorock* 1918-1929, *Walter Fischer* 1929-1931, *Nordafrika* 1931-1932, *Balaton* 1932-1933, *Oka* 1933-?

Sold German 1931. Sold Hungary 1932, Sold Russian 1933. Scrapped in 1960. Colton.

**CALISPELL** US-217143

**BERIT**

**SHEKSNA**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.50' x 43.70' x 22.50', 2379 Gross Tonnage

*Calispell* 1918-1929, *Berit* 1929-1933, *Sheksna* 1933-?

Sold Norway 1929, Sold Russian 1933. Scrapped 1960. Colton.

**LAKE CALICOON** US-217264

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.50' x 43.70' x 22.50', 2016 Gross Tonnage

Scraped in 1928.

**LAKE CALISTOGA** US-217207

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 250.50' x 43.70' x 22.50', 2379 Gross Tonnage

Scraped in 1928.

**LAKE CATHERINE** US-216528

**OSCAR J. LINGEMAN**

**AETNA**

**MANASQUAN (AG 36)**

**MANASQUAN (WAG 273)**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2016 Gross Tonnage

*Lake Catherine* 1918-1925, *Oscar J. Lingeman* 1925-1937, *Aetna* 1937-1941, *Manasquan (AG 36)* 1941-1943, *Manasquan (WAG 273)* 1943-1946

Launched as *Arthur R. Lewis*. Built for private U.S. citizens and requisitioned by the U.S. Shipping Board in 1917. Served with Naval Overseas Transportation Service, October 4, 1918 - August 15, 1919, running between European ports. Converted to weather patrol vessel by Bethlehem Steel Co., East Boston, MA, in 1941-1942. In World War II, commissioned on loan to U.S.C.G. on April 2, 1942, serving on North Atlantic weather patrol out of Boston, MA, and Argentia, Nfld. Also took part in initial experiments involving development and testing of loran system. Transferred to U.S.C.G. on October 22, 1943, and stricken from Navy Register on October 30, 1943. Sold by government on March 11, 1946 for scrapping. Scrapped by Patapsco Scrap Co. at Baltimore, MD, in 1946. HCGL.

**LAKE CAYUGA** US-216365

**DOROTHY WINTERMOTE**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2010 Gross Tonnage

*Lake Cayuga* 1918-1923, *Dorothy Wintermote* 1923-1938

Laid down as *War Lilly* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Stranded September 17, 1938, near Punta Arenas, CA. Refloated and sank October 20, 1938, while under tow for San Francisco. HCGL.

**LAKE CHELAN** US-216454

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2010 Gross Tonnage

Laid down as *War Pansy* for Cunard Steamship Co., Ltd., agent for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under Urgent Deficiencies Act of June 13, 1917. Taken to Coast in 1942; returned to Lakes in 1943, under management by Nicholson Transit Co., Detroit, MI. Returned to Coast in 1944; saw action at Normandy on June 6, 1944. Scrapped in April, 1949, at Penarth, England, by Marine Metals, Ltd. HCGL.

**LAKE FRANCES** US-216571

**LEE HWA**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2016 Gross Tonnage

*Lake Frances* 1918-1946, *Lee Hwa* 1946-1954

Launched as *J. W. McGrath*. Requisitioned from private U.S. owners by U.S. Shipping Board in 1917. Reportedly sold to Richmond & New York Steamship Co., in 1920, then repossessed by U.S. Shipping Board. Sold China in 1846. Believed scrapped in Europe in 1954. HCGL.

**LAKE SEBAGO** US-216355

**ROBERT JOHNSON**

**HUBERT SCHAFFER**

**SANTA MONICA**

**AVIN**

1918, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2010 Gross Tonnage

*Lake Sebago* 1918-1923, *Robert Johnson* 1923-1931, *Hubert Schaffer* 1931-1940, *Santa Monica* 1940-1963, *Avin* 1963-1968

Laid down as *War Daisy* for Cunard Steamship Co., Ltd., agents for the Shipping Controller, London, England. Requisitioned by the U.S. Shipping Board under the Urgent Deficiencies Act of June 13, 1917. Sold Panama 1940. Sold Peru 1950. Stranded north of Callao, Peru, in 1968, after parting her anchor chain while laid up off Callao; broken up as she lay shortly thereafter. HCGL.

**LAKE CALVINIA** US-217736

1919, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 251.00' x 43.58' x 22.00', 2364 Gross Tonnage

Sank in 1920. Colton.

**LAKE CHARLOTTESVILLE** US-217603

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 252.00' x 43.42' x 18.75', 2364 Gross Tonnage

Scraped 1928.

**LAKE FESTINA** US-218330

**SAMOIED**

**PUGACHEV**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 248.60' x 43.70' x 25.90', 2559 Gross Tonnage

*Lake Festina* 1919-1929, *Samoied* 1929-1945, *Pugachev* 1945-?

Sold U.S.S.R. in 1929. Scrapped in 1960. Colton.

**LAKE FESTUS** US-218384

**MAYAN**

**NINO CLAUDIO**

**VALERIO**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 248.50' x 43.58' x 25.75', 2571 Gross Tonnage

*Lake Festus* 1919-1928, *Mayan* 1928-1941, *Nino Claudio* 1941-1946, *Valerio* 1946-1947

Sold Panama 1928. Sold Italy 1941. Sold Panama 1946. Stranded on Cape Owest, near Brest, France, July 14, 1947, bound from Rotterdam for Cagliari, Sardinia, with cargo of coke. HCGL.

**LAKE FIBRE** US-218509

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 248.50' x 43.70' x 25.90', 2571 Gross Tonnage

Scrapped in 1931.

**LAKE FIELDING** US-218767

**CONFUCIUS**

**SHINSEI MARU NO. 17**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 248.50' x 43.70' x 25.90', 2571 Gross Tonnage

*Lake Fielding* 1919-1926, *Confucius* 1926-1928, *Shinsei Maru No. 17* 1928-1945

Sold overseas 1926. Bombed and lost 1945. Colton.

**LAKE FIFE** US-219003

**FENICIA**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.80' x 25.89', 2555 Gross Tonnage

*Lake Fife* 1919-1925, *Fenicia* 1925-1941

Sold overseas in 1925. Torpedoed and lost 1941. Colton

**LAKE FIGART** US-219101

1919, Toledo, Ohio, Craig Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

Scrapped 1930. Colton.

**LAKE FIGHTING** US-219115

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

Scrapped by Union Shipbuilding Co. at Baltimore, Maryland in 1931. HCGL.

**LAKE FILBERT** US-219257

**NABESNA**

**ANGOULEME**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2451 Gross Tonnage

*Lake Filbert* 1919-1922, *Nabesna* 1922-1940, *Angouleme* 1940-1954

Vessel interned by U.S. Government with entry of Vichy French Government 1940. Registered Panamanian.  
Scrapped at LaSpezia, Italy, in 1954. HCGL.

**LAKE FILLION** US-219277

**CITYOF DALLAS**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 248.50' x 43.70' x 25.90', 2556 Gross Tonnage

*Lake Fillion* 1919-1924, *City of Dallas* 1924-1945

Wrecked in 1945. Colton.

**LAKE FILLMORE** US-219616

**BRIDGETOWN**

**BOYACA**

**OTORI MARU**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Fillmore* 1919-1922, *Bridgetown* 1922-1933, *Boyaca* 1933-1941, *Otori Maru* 1941-1943

Wrecked in 1943.

**LAKE FILSON** US-219644

**RUSHVILLE**

**COMMERCIAL MARINER**

**COMMERCIAL ALABAMAN**

**KAMCHATNEFT-RAZVEDKA**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Filson* 1919-1919, *Rushville* 1919-1927, *Commercial Mariner* 1927-1930, *Commercial Alabaman* 1930-1938,  
*Kamchatneft-Razvedka* 1938-1960

Laid down as *Lake Filson*. Sold U.S.S.R 1938. Scrapped in 1960. Colson.

**LAKE FINCASTLE** US-219857

**UNION LIBERTY**

**WICHITA FALLS**

**HAI SU**

**AN KUO**

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Fincastle* 1919-1919, *Union Liberty* 1919-1926, *Wichita Falls* 1926-1946, *Hai Su* 1946-1955, *An Kuo* 1955-1960.

Laid down as *Lake Fincastle*. Reported to have fallen into Communist Chinese hands 1946. Scrapped in 1960.  
HCGL.

**LAKE STRABO** US-217587

1919, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.58' x 22.00', 2364 Gross Tonnage

Scrapped by Ford Motor Co. at River Rouge, Michigan in 1928. HCGL.

**LAKE FINE** US-219939

**PULASKI**

**PULWICO**

**MARTINIQUE**

**SALINEIRO**

**CAHY**

1920, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Fine* 1920-1921, *Pulaski* 1921-1921, *Pulwico* 1921-1922, *Martinique* 1922-1939, *Salineiro* 1939-1941, *Cahy* 1941-1960.

Sold Brazilian 1939. Scrapped at Brazil 1960.

**LAKE FINKTON** US-220419

**SANTA ISABEL**

**NIDARNES**

1920, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2647 Gross Tonnage

*Lake Finkton* 1920-1921, *Santa Isabel* 1921-1940, *Nidarnes* 1940-1942

Sold Norwegian 1940. Torpedoed and sunk by German submarine in Gulf of Mexico, on June 3, 1942. On voyage New Orleans for Cristobal; 13 lives lost. HCGL.

**LAKE FINNEY** US-220573

**SANTA EULALIA**

**POLCEVERA**

**PALMA**

1920, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Finney* 1920-1921, *Santa Eulalia* 1921-1838, *Polcevera* 1938-1943, *Palma* 1943-1943

Torpedoed and lost 1943. Colton.

**LAKE FIRTH** US-220624

**SANTA VERONICA**

**BREIVA**

**TOGO MARU**

1920, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 251.00' x 43.50' x 25.66', 2559 Gross Tonnage

*Lake Firth* 1920-1921, *Santa Veronica* 1921-1937, *Breiva* 1937-1939, *Togo Maru* 1939-1940

Wrecked in 1940. Colton.

**LA SALLE** US-222332

**ALMOND (WAGL 177)**

**LA SALLE**

**MISHMEMAKWA**

1922, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 161.50' x 54.75', x 15.75', 677 Gross Tonnage

*La Salle* 1922-1943, *Almond (WAGL 177)* 1943-1946, *La Salle* 1946-1983, *Mishmemakwa* 1983-1983

Converted to ice breaker and buoy tender by Coast Guard in 1943. Reconverted as passenger vessel for service between Cleveland, Ohio and Port Burwell, Ontario, at Cleveland in 1946. Out of documentation after 1983.

**JOHN W. BOARDMAN** US-223376

**LEWIS G. HARRIMAN**

1923, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller, 340.50' x 55.00' x 24.75', 4011 Gross Tonnage

*John W. Boardman* 1923-1965, *Lewis G. Harriman* 1965-2003

Sailed and owned by Huron Transportation Co. (Huron Cement Co.) its entire life. Converted to oil-firing at Fraser Shipyard, Superior, winter 1977-78. Used as storage hulk for cement during construction of Poe Lock, at Soo, 1967-1968. Towed as barge by tug *Laurence C. Turner*, in 1969, Saginaw to Green Bay. In the fall of 2003 the *Harriman* was sold for scrap and towed to Sault Ste. Marie, Ontario. Her forward cabins were purchased by Marc and Jill Vander Meulen to be relocated as a summer cottage near DeTour Village, Mich. In November 2005 the forward section was moved onto a barge and pushed down the St. Mary's River to Detour. HCGL, LaBorde.

**WORRELL CLARKSON** US-222830

**ERNEST T. WEIR**

**GEORGE R. FINK**

1923, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller, 588.00' x 60.16' x 27.33', 8203 Gross Tonnage

*Worrell Clarkson* 1923-1936, *Ernest T. Weir* 1936-1952, *George R. Fink* 1952-1973

As *George R. Fink*: Sustained slight damage in collision with Swedish motor vessel *Broholm*, September 9, 1964, just upstream from Bluewater Bridge, at Port Huron, Michigan in fog; *Fink* bound up light.

Departed Cleveland September 26, in tow of *Salvage Monarch* and "G" tug *Superior*, bound for Spain and scrapping (1973). Arrived in tow at Gandia, Spain, prior to December 7, 1973, having passed Gibraltar December 2, 1973, en route from Quebec.

**WILLIAM K. FIELD** US-223607

**REISS BROTHERS**

**GEORGE D. GOBLE**

**ROBERT S. PIERSON**

**SPRUCEGLEN**

1924, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller, 588.00' x 60.25' x 27.58', 8195 Gross Tonnage

*William K. Field* 1924-1934, *Reiss Brothers* 1934-1970, *George D. Goble* 1970-1980, *Robert S. Pierson* 1980-1982, *Spruceglen* 1982-1985

As *George D. Goble*: Suffered an estimated \$2500 loss in a fire in crew's quarters on May 11, 1974, as outbound in Cuyahoga River. Sold Canadian 1980. Delivered at Goderich, Ontario, June 14, 1985, for scrapping by Shearmet Recycling, at Thunder Bay, Ontario. HCGL.

**ARROWHEAD** U.S. ARMY

1926, Toledo, Ohio, Builder Unknown

Wood Propeller, 39.50' x 9.16' x 4.16', 9 Gross Tonnage

Dropped from Corps of engineers list, c. 1942; presumed abandoned. HCGL.

**B. F. AFFLECK** US-226895

1927, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller, 587.75' x 60.16' x 27.75', 7964 Gross Tonnage

Pittsburgh Steamship Co., Cleveland Ohio. Fleet reincorporated 1949 in Delaware. Fleet merged July 1951 into parent United States Steel Corporation, home port to New York NY. Fleet renamed United States Steel Great Lakes Fleet 1967 home port to Wilmington, Delaware. Laid up in 1979 at Duluth and did not operate again. Sold for scrap 1984 to Azon Corporation, Duluth. Resold to Port Colborne Marine Terminals, Port Colborne Ontario. Towed to Port Colborne 1986 and scrapped there. GLVH.

**WABASH** US-226597

**CITY OF GREEN BAY**

1927, Toledo, Ohio, Toledo Shipbuilding Company

Steel Propeller Rail Car Ferry, 366.00' x 57.58' x 19.16', 3366 Gross Tonnage



*Wabash* 1927-1963, *City of Green Bay* 1963-1974

Leased to Ann Arbor Railway Co. prior to purchase by them. November 11, 1931, Ann Arbor car ferry *Wabash*: A railcar broke loose from its moorings on her car deck and rolled over, nearly crushing a crewman. The *Pere Marquette 22* collided with the *Wabash* in heavy fog in 1937. GL&SS.

June 13, 1974 - The *City of Green Bay*, formerly *Wabash* was sold to Marine Salvage Company to be scrapped. Arrived in tandem tow with *Rocket* and was scrapped at Castellon, Spain in 1974. HCGL.

**CENTRAL DREDGING CO. NO. 1** US-170493

**SCOW NO. 27**

1928, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Scow, 144.00' x 42.16' x 12.00', 643 Gross Tonnage

*Central Dredging Company No. 1* 1928-1933, *Scow No. 27* 1933-1974

Removed from documentation in October, 1974, as scrapped. HCGL.

**CENTRAL DREDGING CO. NO. 2** US-170494

**SCOW NO. 28**

1928, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Scow, 144.00' x 42.16' x 12.00', 643 Gross Tonnage

*Central Dredging Company No. 2* 1928-1933, *Scow No. 28* 1933-?

**JOHN KENDAL** US-229098

1929, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Fire Tug, 128.25' x 29.16' x 13.58', 347 Gross Tonnage

Operated by the city of Detroit fire department from 1929 to 1977. Dropped from documentation in February, 1977, being repowered at Alpena, Michigan by Pan Oceanic Engineering Corp. Received diesel engine from Canadian tanker *Bay Transport*. Redocumented in November, 1978. HCGL.

**R. W. HOLST** US-228829

1929, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller Dredge

Dismantled at Toledo in September, 1981.

**0057** US-170913

1930, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Scow, 222.66' x 42.33' x 14.58', 1174 Gross Tonnage

Scrapped by Triad Salvage, at Ashtabula, Ohio summer of 1983. HCGL.

**0058** US-170914

1930, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Scow, 222.66' x 42.33' x 14.58', 1174 Gross Tonnage

Scrapped by Triad Salvage, at Ashtabula, Ohio summer of 1983. HCGL.

**THOMAS W. LAMONT** US-229753

1930, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller, 587.75' x 60.16' x 27.75', 7964 Gross Tonnage

Repowered by Fraser Shipyards, Superior, Wisconsin during winter, Sold by A. A. Ferer & Sons for scrapping in Turkey in 1987. HCGL.

**WINDSOR** US-230113

1930, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Propeller Rail Car Ferry, 358.00' x 65.00' x 19.33', 3131 Gross Tonnage

Reduced to car float at Detroit, Michigan in July, 1969. HCGL.

**ARAWANNA II** US-231368

1931, Toledo, Ohio, Harrison Boat Yard  
Wood Excursion Launch, 42.00' x 11.58' x 4.00', 11 Gross Tonnage

Part of the Toledo River Cruise Lines. Other ships are the *Arawanna Queen*, *Nautica Princess* and *Moorings*, owned by the Gladieux Marine Co. Sold to Star Line Co. in 1988. Renamed *Arawanna Star* in May 1988. She will operate at Toledo. Purchased by Sean McCarthy in 1991 and renamed *Arawanna II*. Owners also include Maumee River Cruise Lines, Inc. Current disposition unknown.

**G. F. BECKER** US-231741

**B. BALDY**

1932, Toledo, Ohio, Hans Hansen (at James Scanes Shipyard)  
Steel Propeller Tug, 62.25' x 16.00' x 4.58', 43 Gross Tonnage

*G. F. Becker* 1932-1982, *B. Baldy* 1982-current

Served as U.S. Mail Boat at Detroit, Michigan 1932-1951. In service by Selvic Marine Towing.

**RANGER II** US-236425

1936, Toledo, Ohio, Hans Hansen Welding Company  
Steel Propeller Work Boat, 49.66' x 12.00' x 4.25', 23 Gross Tonnage

Bought by G & W Industries, Inc., still current.

**WELDCRAFT II**

1936, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 38.00' x 10.50'

No further information.

**STORIS (WAG 38)** USCG

1942, Toledo, Ohio, Toledo Shipbuilding Company  
USCG Icebreaker, 230.00' x 43.00' x 14.00', 1715 Tonnage

Laid down as *Eskimo*. CHGC *STORIS* to be decommissioned sometime in 2007. *STORIS* was built at Toledo, Ohio. *Storis* to decommission Article published on Monday, Nov 21st, 2005 by Kristen Inbody Kodiak Daily Mirror Writer Kodiak's "Queen of the Fleet," the Coast Guard's oldest cutter, will sail its last missions in 2007, Coast Guard officials announced. The 230-foot *Storis*, a 63-year-old cutter that helped chart the Northwest Passage, is slated to be decommissioned as part of the U.S. Coast Guard's effort to modernize their fleet. "*Storis* has been a gallant workhorse for the Coast Guard since World War II and has earned an honored place in Coast Guard history," said Vice Adm. Harvey Johnson, commander of the Coast Guard Pacific Area. The *Storis* was built in 1941 and has been stationed in Alaska, first in Juneau, for nearly 50 years, patrolling the Bering Sea, Gulf of Alaska and North Pacific. During World War II, the ship led patrols in the North Atlantic around Greenland. Its charge was keeping the Nazis from building weather stations in the area. Originally a light icebreaker, the ship's name is Scandinavian, taken from an Eskimo word "sirorssuit," meaning "great ice." This proved a fitting title. In 1957 the *Storis*, along with USCG cutters *Bramble* and *Spar*, the namesake of the *Spar* currently stationed in Kodiak, charted a deep-draft channel through the Arctic Ocean, ending man's 450-year search for a Northwest Passage for large ships to sail across the top of North America. Upon that historic mission's conclusion, the cutter became the first U.S.-registered ship to circumnavigate North America and then was assigned to Kodiak. The ultimate fate of the *Storis* is unknown, Roszkowski said. The final resting places of the other two cutters on the Northwest Passage voyage suggest divergent paths. The *Spar* was sunk to become an artificial reef, while the *Bramble* became a museum in Michigan. "The *Storis* has a big history behind it," Roszkowski said. By CG Bob.

**MACKINAW (WAGB 83)** USCG

1944, Toledo, Ohio, Toledo Shipbuilding Company  
USCG Icebreaker, 290.00' x 75.00' x 19.00', 5200 Tonnage

In February 1942, the United States government announced plans to spend an estimated \$8 million to build a state-of-the-art icebreaker incorporating successful design ideas found on a fleet of privately owned rail ferries in service at the Straits of Mackinac that were capable of operating in heavy ice. Such a vessel was essential because a longer shipping season was needed to help vessels move vital raw materials on the Great Lakes during World War II. At the start of the conflict, all available cutters had been called to wartime duty leaving the Great Lakes with no available icebreakers.

Construction continued at Toledo Shipbuilding Co. for more than two years. Delays lead to stiff penalties for the shipyard, so severe the company went bankrupt. The project was completed by the American Shipbuilding Co., and the vessel was side-launched on March 4, 1944.

Her name was originally to have been *Manitowoc*, but that was changed before the *Mackinaw* entered service when it was discovered another government vessel already carried that name.

With fit-out complete, she was commissioned on Dec. 20, 1944 at a final cost of \$10 million, an enormous amount for the day. One of four "heavy" class icebreakers built for wartime service (the others were *Northwind*, *Southwind* and *Westwind*), the *Mackinaw* was the only one assigned to the Great Lakes.

*Mackinaw's* 2005 replacement icebreaker of the same name cost 80 million dollars, the same amount as the original if the 1944 construction price was figured in 2005 dollars.

The *Mighty Mac's* long hitch in the U.S. Coast Guard ended in 2006 when a replacement icebreaker took up station. The *Mackinaw* was retired and is open as a museum ship in Mackinaw City, Mich.

It's not that the *Mackinaw* was no longer capable. It was that her aging machinery required a large crew and lots of maintenance. She was built for one thing only – breaking ice.

***P. M. 88*** US-556776

***SHORELINE 88***

1945, Toledo, Ohio, Toledo Shipbuilding Company  
Steel Barge, 86.12' x 36.00' x 5.50', 173 Gross Tonnage

First enrolled, May/June, 1974.

***BESSIE B.*** US-252213

1947, Toledo, Ohio, Builder Unknown  
Steel Tug, 42.42' x 15.66' x 4.50', 15 Gross Tonnage

Lengthened in 1957 (52.25 x 13.75 x 5.42; 30 gross - 20 net). In service.

***CITY OF TOLEDO***

1948, Toledo, Ohio, Harrison Boat Company  
Wood Workboat, 36'

Purchased c.1948-1949 from Harrison Boat Co. by City of Toledo for use as workboat. Sold to "someone in Perrysburg," OH, in the 1960's. HCGL.

***NOTTINGHAM*** US-255455

***CAPTAIN AL***

***CAPT JIM***

1948, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 37.33' x 12.00' x 4.66', 14 Gross Tonnage

*Nottingham* 1948-1954, *Captain Al* 1954-1969, *Capt Jim* 1969-1975

Scrapped in 1975.

***PRIDE OF LAKE HURON*** US-254629

1948, Toledo, Ohio, Hans Hansen Welding Company  
Steel Fish Tug, 37.33' x 12.00' x 4.66', 14 Gross Tonnage

Converted to passenger; tonnage change, 1951 (14 gross - 10 net). No further information.

**EDNA D.** US-262571

1951, Toledo, Ohio, Builder Unknown  
Steel Tug, 37.50' x 14.00' x 5.00', 21 Gross Tonnage

Re-documented dimensions, October 1975 (47.50 x 14 x 5; 24 gross - 19 net). Out of documentation, Jan/Feb., 1975; re-documented, October, 1975. HCGL. No further information.

**EDWARD B. GREENE** US-263980

**BENSON FORD**

**KAYE E. BARKER**

1952, Toledo, Ohio, American Ship Building Company  
Steel Propeller, 629.33' x 70.16' x 31.25', 11,726 Gross Tonnage

*Edward B. Greene* 1952-1985, *Benson Ford* 1985-1989, *Kaye E. Barker* 1989-current

Constructed in 1951-51, for the Cleveland Cliffs Steamship Company, the *Edward B. Greene* was the first vessel in the history of the Great Lakes to be built completely in drydock, She was 1 of 8 of the new AAA-Korea class boats to be built for the ore and coal trades. The first AAA to be launched was the *Philip R. Clarke* of the Pittsburg Steamship Company in November, 1951. The last one delivered was the Ford fleet's *William Clay Ford*, in May of 1953. The design was so well liked by naval architects, the Canadian shipbuilders built Lakers similar to the specs of the AAA's, including the *James Norris*, *Sir James Dunn*, *Gordon C. Leitch* (i), and *Senator of Canada*. Todd Davidson.

Lengthened from 647 feet to 767 feet at Fraser Shipyards, Inc., Superior, WI, Winter 1975-1976; documented measures changed in June, 1976 (749.33 x 70.16 x 31.25; 13,899 gross - 10902 net).

The *Barker* laid up at Bay Shipbuilding, Sturgeon Bay WI on January 19, 2012 for the replacement of her steam turbine with new diesel main engines and auxiliary equipment. The new power plant consists of two Rolls-Royce Bergen B32:40L6P 6 cylinder diesels that produce a combined 8,160 BHP and can push her at speeds up to 17 mph. These engines had originally been intended for use in the stalled *John Sherwin* conversion project. In addition to the new power plant, the *Barker* also received modifications to her stern, including the replacement of the rudder and stock to accommodate the counter clockwise rotation of the newly installed controllable pitch propeller. The new motor vessel returned to service in August 2012. Todd Davidson.

**WELDCRAFT IV** US-264213

1952, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 37.33' x 12.00' x 4.66', 14 Gross Tonnage

No further information.

**WOLVERINE** US-264210

1952, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.42' x 12.42' x 5.16', 19 Gross Tonnage

In service T & T Dredging Company.

**CHIPPEWA** US-266301

**BETTY D**

1953, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Chippewa* 1953-1966, *Betty D* 1966-

**LAKEHEAD** US-265817

**CAPTAIN SAM**

1953, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Lakehead* 1953-1966, *Captain Sam* 1966-

Out of documentation sometime between 1990-1993.

**STRAITS US-265567**

**CAPTAIN CHARLES**

1953, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Lakehead 1953-1955, Captain Charles 1955-*

**CAPTAIN BILL US-267474**

1954, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

Out of documentation, 1959.

**CAPTAIN GEORGE US-267793**

**LAKE SURVEY**

1954, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Captain George 1954-1967, Lake Survey 1967-1987*

**CAPTAIN MARTIN US-267662**

1954, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

No further information.

**CAPTAIN MIKE US-267912**

**MISS DUFFY**

1954, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

No further information.

**CAPTAIN TOM US-268123**

**CAPTAIN MAC**

1954, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Captain Tom 1954-1961, Captain Mac 1961-1976*

Sold to Canadian buyers, 1976; ultimate disposition unknown.

**CAPTAIN DICK US-269141**

**BARBARA**

**MARY S**

1955, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 14 Gross Tonnage

*Captain Dick 1955-1974, Barbara 1974-1979, Mary S 1979-*

No further information.

**HURON**

1955, Toledo, Ohio, American Ship Building Company  
Steel Barge, 800 Gross Tonnage

**GARDEN STATE US-270999**

1956, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.42' x 12.42' x 5.16', 19 Gross Tonnage

Scrapped in 1979.

**GOPHER STATE** US-272820

1956, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 34.75' x 12.00' x 4.58', 17 Gross Tonnage

Sold to United Arab Emirates in 1982. HCGL.

**KEYSTONE STATE** US-272733

1956, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug Tender, 34.75' x 12.00' x 4.58', 17 Gross Tonnage

Removed from documentation in May, 1980, as sold to buyers from United Arab Emirates. HCGL.

**MIKE** US-271906

1956, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.42' x 12.42' x 5.16', 19 Gross Tonnage

Dropped from documentation in February, 1977, as sold to Panamanian buyers. HCGL.

**FOURTH COAST** US-274039

1957, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug Tender, 34.75' x 12.00' x 4.58', 17 Gross Tonnage

Sold at surplus auction to interests in North Tonawanda, NY. (Chips, December 8, 1997). HCGL.

**NO. 009** US-282725

1957, Toledo, Ohio, Builder Unknown  
Steel Barge, 50.00' x 24.00' x 3.42', 36 Gross Tonnage

First enrolled in 1960. Out of documentation sometime between 1982-1988. HCGL.

**ODYSSEY** US-556337

1957, Toledo, Ohio, Builder Unknown  
Steel Barge, 50.00' x 28.16' x 5.00', 65 Gross Tonnage

First enrolled, May/June, 1974. No information on disposition.

**EIGHTH SEA** US-277550

**DYNAMIC**

1958, Toledo, Ohio, Hans Hansen Welding Company  
Steel Workboat, 34.75' x 12.00' x 4.58', 17 Gross Tonnage

No further information.

**JOHN SHERWIN** US-276445

1958, Toledo, Ohio, American Ship Building Company  
Steel Propeller, 690.33' x 75.75' x 32.75', 14,144 Gross Tonnage

The Great Lakes gearless bulk carrier ("straight decker") *John Sherwin* was built in 1958 by the American Ship Building Co., Toledo, OH as their hull #192. This traditional styled laker was launched November 2, 1957 for owners Interlake Steamship Co., Richfield, OH and was formally christened as the *John Sherwin* (2) during ceremonies held at Cleveland, OH on May 1, 1958. The vessel's namesake, Mr. John Sherwin, was the senior managing director of Pickands, Mather & Co. at the time of her launch. Shortly after, he became president of the firm. Mr. Mather died in 1993.

The *John Sherwin's* overall dimensions as originally built were: 710' 00" loa (216.41m) x 75' 00" (22.86m) beam x 37' 06" (11.43m) depth, with a carrying capacity of 25,000 tons (25,402 mt). She was powered by a De Laval 9,350 s.h.p. (6,959 kW) cross-compound steam turbine engine with 2 coal-fired Babcock & Wilcox water tube boilers. These boilers were converted to oil-firing during her winter layup at Fraser Shipyards, Superior, WI in 1972/73. At the same time, she was lengthened to her current dimensions receiving a new 96' (29.26m) mid-body. The power was fed to a single fixed pitch propeller giving the vessel a rated speed of 16.7 m.p.h. She was equipped with both bow and stern thrusters. Her bow thruster engine was removed in October of 1988 and installed in her fleet mate *Herbert C. Jackson*. After being repaired, the bow thruster engine from the *Herbert C. Jackson* was put back into the

hold of the *John Sherwin*. With 24 hatches servicing 5 holds, the *John Sherwin* is capable of carrying 31,500 tons (32,006 mt) at her mid-summer draft of 28'02" (8.58m). Her holds have the cubic capacity to carry 24,500 net tons\* of coal, 21,455 tons (21,800 mt) of wheat, 20,264 tons (20,590 mt) of corn or rye, 17,789 tons (18,075 mt) of barley, or 16,338 tons (16,600 mt) of oats. Other capacities include 407 tons of heavy fuel oil and 616 tons of fresh water. Of note, in 1972, the *John Sherwin* was fitted with an experimental waste disposal system allowing her to burn all of her waste in her own boilers.

The *John Sherwin's* tenure on the Great Lakes was not without incident. On October 30, 1960 the laker was noted to have struck a large rock in the upper St. Marys River ripping a 300-foot (91.44m) gash in her hull. She was refloated November 5. Later, on July 24, 1970 the vessel ran aground near Six Mile Point in the St. Marys River. She was able to free herself with little resulting damage. On November 28, 1976 the bulk carrier ran aground one mile out of Escanaba, MI while loaded with iron ore for Ashtabula, OH. She was freed from her stranding on December 1. The *John Sherwin* struck an ice boom anchor in the St. Marys River on November 13, 1978 sustaining bottom damage.

On November 16, 1981 the *John Sherwin* entered long-term layup at Superior, WI. In the fall of 1986, 830,729 bushels of barley were loaded into the vessel for storage; the barley being unloaded in the spring of 1988. In 1998, there were thoughts and rumors of the *John Sherwin* being converted to a self unloader and returned to service for 1999. This conversion and reactivation did not take place. The laker was vandalized by two Duluth men looking for "souvenirs" in June of 2000. Both were caught and charged; the stolen property being recovered and returned.

The *John Sherwin* has been continuously owned by Interlake Steamship Company through their division Lakes Shipping Co., Inc., Richfield, OH. However, the possibilities of the *John Sherwin* returning to active service had been considered extremely remote. The year 2004 marked an interesting if not unique milestone in this laker's career on the Great Lakes. The *John Sherwin* became 46 years old with the most recent 23 years (half of her time) being spent in a long term layup status. On April 11, 2006 however, the future for the straight deck bulk carrier took a turn to the positive. The Interlake Steamship flag was once again raised and the vessel was moved into the drydock at Fraser Shipyards for a hull and thruster inspection. With a projected shortage of hulls for the 2006 season and increased tonnages forecasted in the long term, the future for the *John Sherwin* became much brighter than it had been for many years.

After the inspection, a decision was made to use the vessel as a grain storage barge in Chicago, IL. As a result, a contract was awarded to Great Lakes Towing Co. of Cleveland, OH to move the laker. On September 1, 2006 the "G" tug *Ohio* departed Duluth, MN with the *John Sherwin* in tow bound for Chicago, almost 25 years from when the vessel first laid up at the twin-ports of Duluth/Superior. The dead ship tow stopped off at Milwaukee, WI on September 6 to take on an approximate half load of yellow corn at the Nidera Elevator before proceeding on to Chicago. After a delay waiting on weather, the tow departed Milwaukee on September 13. The *John Sherwin* arrived in South Chicago and was docked between two elevators off the Bishop Ford north of 130th Street. The old C.T.C. No. 1 was docked near the same elevators.

The *John Sherwin* remained in South Chicago until August 22, 2008 when the straight decker left her lay-up berth under tow of Calumet River Fleeting's tug *John M. Selvick* arriving at Bay Shipbuilding, Sturgeon Bay, WI on August 24, 2008. Interlake Steamship Co. reported that work was to begin immediately on the long idled vessel to re-power the engine room to diesel (similar to that of the *Charles M. Beeghly*) and the installation of a self-unloading system, slopes and a forward mounted discharge boom. The expected delivery and return to active service is set for the spring of 2010.

On November 10, 2008, Interlake Steamship announced that it was putting a hold on the *John Sherwin* repowering and conversion project pending what happens with the economy. Mark Barker, President of Interlake Steamship Co. was quoted as saying "Right now, the demand for steel has dropped considerably globally and steel companies are shutting down capacity to deal with that. That's got everyone pausing a little bit to see if this is a short-term realigning of inventory or if this is the global economy coming to a stop." Mr. Barker further stated that "We're just taking time to evaluate this with the diligence it needs." The installation of new engines in *John Sherwin's* fleet mate *Charles M. Beeghly* was expected to continue. For the near future, the *John Sherwin* was expected to remain in the Sturgeon Bay vicinity. By George Wharton, Boat Nerd.

Currently laid-up along the St. Marys River.

**MACKINAC ISLANDER** US-276809

**SIR RICHARD**

**DIAMOND BELLE**

1958, Toledo, Ohio, Hans Hansen Welding Company  
Steel Propeller, 65.00' x 25.00' x 7.00', 70 Gross Tonnage

*Mackinac Islander* 1958-1990, *Sir Richard* 1990-1991, *Diamond Belle* 1991-current

The *Diamond Belle* was originally named the "*Mackinac Islander*." This mini-ship was built in 1958 and operated as a Mackinac Island Ferry for the Arnold Line Ferry Company until the 1980's when she was bought for charter service in Chicago and renamed the "*Sir Richard*." Diamond Jack's River Tours bought the ship and renamed her "*Diamond Belle*." She is primarily used for group tours, school groups, special cruises, and private charters.

**MAX B.** US-276731

1958, Toledo, Ohio, Hans Hansen Welding Company  
Steel Fish Tug, 34.00' x 12.50' x 4.58', 14 Gross Tonnage

At Munsing, Michigan in 2016.

**SHENANGO II** US-278807

**CHARLES M. BEEGHLY**  
**HON. JAMES L. OBERSTAR**

1958, Toledo, Ohio, American Ship Building Company  
Steel Propeller, 690.33' x 75.75' x 32.75', 13,598 Gross Tonnage

*Shenango II* 1958-1967, *Charles M. Beeghly* 1967-2011, *Hon. James L. Oberstar* 2011-current

This classic Great Lakes steamer was originally built as a straight deck bulk carrier. The Shenango Furnace Co. of Pittsburgh, PA announced in 1957 that a contract had been granted to the American Ship Building Co. of Toledo, OH to build a new freighter for delivery in 1959. With construction of the new carrier under way, the Shenango Furnace Co. decided in 1958 to sell their aging bulk carrier *Shenango* (built in 1909) to American Steamship Co. who renamed the laker *B. W. Druckenmiller*. Built as the ship yard's hull #193 at a cost of approximately \$8 million, the new lake boat was launched on November 22, 1958 and was christened as the *Shenango II* on May 14, 1959 at Cleveland, OH after having completed her sea trials on April 16. She was commissioned and entered service on May 16. The *Shenango II* was named after her owner's corporate name (with the Roman numeral "II" added); their wish being to continue the tradition started in 1909 of the name being carried by one of the vessels in their fleet.

The *Shenango II* was the last of three 710-footers (216.41m) built to similar plans to enter service; the other two being the *George M. Humphrey* (1954) and the *John Sherwin* (1958). Considered large by 1959 standards, the new laker was exceeded in length only by the *Cliffs Victory* (716' / 218.24m), *Edmund Fitzgerald* (729' / 222.20m), *T. R. McLagan* (714' / 217.63m) and the *Joseph H. Thompson* (714' / 217.63m). The *Shenango II*'s dimensions as built were 710' 00" (216.41m) loa x 75' 00" (22.86m) beam x 37' 06" (11.43m) depth with a capacity of 25,400 tons (25,808 mt) at a mid-summer draft of 26' 07" (8.10m). She was (and remains) powered by a General Electric 9,350 s.h.p. (6,975 kw) cross-compound steam turbine engine with two heavy fuel oil fired Babcock & Wilcox water tube boilers; the power being fed to a single fixed pitch propeller.

While sailing for the Shenango Furnace Co., on September 29, 1960, the *Shenango II* was in collision with the *Chicago Tribune* in fog on the St. Clair River opposite Marysville, MI causing damage to the superstructures of both vessels. As a result, the *Shenango II* then ran aground in 24' (7.32m) of water being freed the same day with tug assistance. On May 9, 1962, the laker established a wheat record for U.S. flagged vessels when 689,000 bushels were loaded on board at Chicago, IL bound for Trois-Rivieres, QC. The bulker then set a winter storage cargo record in December of 1965 with 910,340 bushels of oats loaded on board at Duluth, MN for storage at Buffalo, NY. This same cargo also set a current record as being the largest bushelage brought into the Port of Buffalo as well as the largest bushelage ever being loaded on a U.S. flagged Great Lakes vessel.

Becoming more capacity than the Shenango Furnace Co. could use, the *Shenango II* was sold on March 1, 1967 to Pickands Mather's Cleveland based Interlake Steamship Co. Also included as part of this transaction was the *William P. Snyder* which was chartered back to Shenango for the 1967 and 1968 seasons. The *Shenango II*, however, was quickly renamed *Charles M. Beeghly* before entering service in 1967. The laker's namesake was Mr. Charles Milton Beeghly who was born October 6th, 1908 and served as Chairman of the Board and Chief Executive Officer for Jones & Laughlin Steel Corp. (an important Interlake customer) until retiring on December 31, 1968. Mr. Beeghly died February 18, 1999.

The *Charles M. Beeghly* was lengthened 96' (29.26m) with the addition of a new #4 hold during her 1971/72 winter lay-up at Fraser Shipyards, Superior, WI. This lengthening allowed her to carry in 5 trips what used to be carried in 6 trips with very little increase in overhead. At the new 806' (245.67m) length, the laker could now carry 32,500 tons (33,022 mt) at a new mid-summer draft of 28' 06" (8.69m). With the lengthening, she became the third largest



carrier on the Great Lakes, exceeded only by the *Stewart J. Cort* (1,000' / 304.8m) and the *Roger Blough* (858' / 261.52m). The *Charles M. Beeghly* then proceeded to set various cargo records. On July 28, 1973, the bulker set a Lorain, OH cargo record delivering 31,015 tons (31,513 mt) of taconite pellets from Taconite Harbor, MN. By the end of the 1973 season, the *Charles M. Beeghly* and her fleet mate *John Sherwin* (also lengthened to 806') carried 1/3 of Interlake's total tonnage for that year. The large bulker continued to set various annual records throughout the mid and late 1970's.

During the winter lay-up of 1980/81, the *Charles M. Beeghly* was converted to a self-unloader by Fraser Shipyard in Superior, WI at a cost of \$13 million. Her available capacity dropped slightly from 32,500 tons (33,022 mt) to 31,000 tons (31,498 mt) at a mid-summer draft of 28'06" (8.69m) but her increased flexibility and reduced unloading time has more than compensated for the drop in tonnage. The unloading system consists of gravity-fed conveyors feeding a stern-mounted 250' (76.2m) discharge boom. The cargo itself is contained in 5 holds serviced by 25 hatches. The vessel is also equipped with both bow and stern thrusters.

With her conversion complete, the *Charles M. Beeghly* sailed at the end of April 1981 with her first cargo as a self-unloader: 26,751 tons (27,181 mt) of iron ore delivered on May 3 to Bethlehem Steel's Lackawanna Dock at Buffalo, NY. Due to a downturn in the economy, the *Charles M. Beeghly* remained in lay-up at Superior, WI through the 1982 and 1983 seasons. Attempting to return to service on April 17th, 1984, the large self-unloader became caught in heavy ice and, with the unwanted assistance of some unusual currents, was driven crossways in the shipping channel with her stern hitting the breakwall. The stern was extensively damaged above the water line and after many hours of hard work, tugs finally freed the laker returning her to the Fraser Shipyard for repair. The *Beeghly* returned to service on May 14.

A significant achievement of the crew of the *Charles M. Beeghly* was rewarded when on June 10, 2004 the vessel was awarded a special 4-year Chamber of Shipping of America's Jones F. Devlin Award for 1,398 consecutive days without a lost-time accident. This was a fleet best. Receiving 2-year awards were the *Paul R. Tregurtha* for 821 consecutive days and the *Lee A. Tregurtha* for 579 consecutive safe days. On September 29, 2006, the *Charles M. Beeghly* became the largest steam ship in active service on the Great Lakes following the return to service of her fleetmate *Lee A. Tregurtha* as a diesel powered vessel. (Of note, the steam powered *John Sherwin* is the same length but is laid up at Sturgeon Bay, WI).

In late February of 2007 at Sturgeon Bay, WI, the *Charles M. Beeghly* was renamed the *Hon. James L. Oberstar*. The self-unloader's new name was to honor the Democratic U.S. Representative from Minnesota who had promoted the Great Lakes shipping industry. A few days later, *Charles M. Beeghly* was repainted onto her hull following Congressman Oberstar's wish that it was not appropriate for a vessel to be named in his honor at that time.

On November 25, 2008, the *Charles M. Beeghly* arrived at Bay Shipbuilding, Sturgeon Bay, WI for engine replacement. The repowering project included removal of her 8,500 s.h.p. steam power plant, and its replacement with 2 Rolls-Royce Marine Bergen 6-cylinder B32:40L6P diesel engines each rated at 4,079 b.h.p.(3,000 kw) and associated machinery. The new propulsion machinery extends the life and maintains the efficiency of the 50-year-old *Beeghly*. In addition, the new diesels meet the latest EPA marine diesel engine standards. She departed Sturgeon Bay on June 16, 2009, as Motor Vessel *Charles M. Beeghly*.

On March 7, 2011, the *Charles M. Beeghly* was officially renamed *Hon. James L. Oberstar* at Detroit, MI. From the Interlake press release, "Interlake is honored to be able to recognize Congressman. Oberstar's service and dedication to our country by naming a vessel after him," said Mark Barker, Interlake's president. "Few legislators have made more contributions to Great Lakes shipping and the United States maritime industry." On March 25, 2011, the *Hon. James L. Oberstar* departed Detroit in ballast on her first trip bound for Two Harbors, MN, passing upbound at the Soo the next day. The veteran self-unloader continues to actively sail under the Interlake Steamship Co. banner with the majority of her cargoes focused in the taconite pellet (iron ore) and coal trades. Cargoes of stone products could also be carried. By George Wharton, Boat Nerd.

**GRANITE STATE** US-280231

1959, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.42' x 12.42' x 5.16', 19 Gross Tonnage

**NO. 10**

1959, Toledo, Ohio, American Ship Building Company  
Steel Sweep Raft

Built for USCOE?

**NO. 11**

1959, Toledo, Ohio, American Ship Building Company  
Steel Sweep Raft

Built for USCOE?

Removed from documentation in August, 1980, as sold to United Arab Emirates. HCGL.

**TRIANGLE I** US-291691

**BECRAFT**

1959, Toledo Ohio, American Ship Building Company  
Steel Dry Cement Bulk Barge, 290' x 55' x 24.6', 3674 Gross Tonnage

Still active.

**BUCKEYE** US-285618

1961, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 36.00' x 12.00' x 4.00', 12 Gross Tonnage

Foundered on August 26, 1987, in position 41.45N x 87.13W, on Lake Michigan. Final document surrendered in October, 1979.

**BURLINGTON** US-286541

1961, Toledo, Ohio, Hans Hansen Welding Company  
Steel Work Boat, 37.50' x 12.00' x 4.33', 12 Gross Tonnage

No further information.

**KAHO** U.S.D.I.

1961, Toledo, Ohio, Hans Hansen Welding Company  
Steel Propeller, 64.75' x 18.50', 83 Gross Tonnage

Built for Dept. of Interior (Fish & Wildlife Service; Bureau of Sport Fisheries & Wildlife). Now a research vessel for the U.S.C.G.

**HAMP THOMAS** US-516620

1968, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.42' x 13.00' x 5.16', 22 Gross Tonnage

December 14, 1991: The small tug *Hamp Thomas* sank off Cleveland while towing a barge. They were mauled by 12 foot waves but the barge and a second tug, *Paddy Miles*, survived as did all of the crew. Boatnerd.

**SAND PEBBLE** US-523113

1969, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.50' x 15.00' x 7.58', 30 Gross Tonnage

*Sand Pebble* - the Ex-North Tonawanda, NY tug seen with the registry painted over in New Bedford, MA 2015. Boatnerd.

**PF-107**

**HMTS TAPI**

1970, Toledo, Ohio, American Ship Building  
Specifications: Displacement 1,172 t.; Length 275'; Beam 33'; Draft 10'; Speed 20 kts.; Complement 140; Armament one 76mm, one 40mm, two 20mm, two 12.7mm machine guns, two triple 12.75" torpedo tubes and one depth charge rack; Propulsion two 5,300hp diesel engines, two shafts.

*PF-103* Class Frigate: Laid down 1 April 1970 as *PF-107* by the American Shipbuilding Co., Toledo, OH; Launched 1 November 1971; Transferred to the Royal Thailand Navy as *HMTS Tapi* (PF 5); Reclassified PF-431.

Fate unknown.

**RESEARCHER** U.S.C.G.S.

1970, Toledo, Ohio, American Ship Building  
Steel Propeller, 245.00' x 51.00' x 25.00'

Later *Malcolm Baldrige*, sold 1996 as cruise ship *Ushuaia* (Argentina), active. Colton.

**KING TUT II** US-550841

1973, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 37.16' x 12.50' x 4.58', 14 Gross Tonnage

No further information.

**ROGER M. KYES** US-550520

**ADAM E. CORNELIUS**

1973, Toledo, Ohio, American Ship Building  
Steel Propeller, 665.25' x 78.00' x 42.66', 20,433 Gross Tonnage

*Roger M. Kyes* 1973-1989, *Adam E. Cornelius* 1989-current

Launched March 31, 1973 for the American Steamship Co, Williamsville, NY; this Great Lakes self-unloading bulk carrier was built as hull #200 by the American Ship Building Co., Toledo, OH at an approximate cost of \$14 million. Christened as the *Roger M. Kyes* by Mrs. Roger Kyes at Toledo on July 28, 1973; the vessel's namesake had been Chairman and CEO of American Steamship Co. from 1969 until his death in 1970. A series of "firsts" accompanied this vessel's entering service. The *Roger M. Kyes* was the first new vessel to have been built at the Toledo yard since 1959 as well as the largest vessel built there. The vessel was the first new vessel added to the American Steamship fleet since 1959 and was the first vessel to enter service (though the second launched) for American Steamship Co. under Title XI of the Merchant Marine Act of 1970. This act provided U.S. government guaranteed financing and tax deferred benefits for fleet modernization. The vessel was also one of the first American ships built on the Great Lakes with the bridge and all accommodations aft.

The vessel was renamed *Adam E. Cornelius* at Buffalo on June 15, 1989 following the sale of the 3rd namesake to Keybulk Transportation. The renaming continued the tradition of American Steamship Lines in honoring Mr. Adam Edward Cornelius, one of the two founding partners of Boland & Cornelius; the forerunner of American Steamship Lines.

The *Adam E. Cornelius* is an active vessel in the American Steamship Company fleet participating in the stone, limestone, coal, and taconite/iron ore pellet trades. With a downturn in the steel industry, the vessel was laid up in Toledo from May through September 2001 after which she returned to service and has remained active since. Boatnerd by George Wharton

**HURON MAID** US-607453

1977, Toledo, Ohio, Hans Hansen Welding Company  
Steel Tug, 42.75' x 12.42' x 3.42', 26 Gross Tonnage

Owned by the Lakes Pilots' Association, Inc. In service as a Pilot Boat.

**MESABI MINER** US-581479

1977, Toledo, Ohio, American Ship Building  
Steel Propeller, 990.00' x 105.16' x 47.33' x 34,728 Gross Tonnage

Built forebody.

The keel for this "super carrier," the fourth of thirteen "1,000 footers" built for various American flag carriers on the Great Lakes, was laid at the American Ship Building Company's Lorain, OH yard on May 15, 1975 as their hull # 906. The bow and stern sections were built at Lorain and the 550' (167.64m) mid-body was built at Am Ship's Toledo, OH yard. The completed mid-body was towed to Lorain and moved into the drydock in mid-October of 1976 to be joined to the stern section. Hull #906 was built at a cost of \$45.1 million. The new, giant self-unloader was one of a number of American ships built under Title XI of the Merchant Marine Act of 1970 which allowed U.S. shipping companies to build new vessels or modernize their existing fleets by government guaranteed financing and tax deferred benefits. The *Mesabi Miner* continues to sail the Great Lakes under the Interlake Steamship Co. flag in the coal and iron ore (taconite pellet) trades much as she has since her launch in 1977. Boatnerd by George Wharton.

**EDGAR B. SPEER** US-621104  
1978, Toledo, Ohio, American Ship Building  
Steel Propeller, 988.75' x 105.16' x 54.00', 34,620 Gross Tonnage

Built forebody.

This twin-screw self-unloading bulk carrier was built in two sections. The forward cargo section was built by American Shipbuilding Co., Toledo, OH and was transferred to the Amship yard in Lorain, OH where it was mated up with the aft section. The thousand footer was launched May 8, 1980 and was christened *Edgar B. Speer* on June 4, 1980 for the Great Lakes Fleet of the United States Steel Co., Duluth, MN. She is powered by two Pielstick V-18 cylinder 9630 horsepower diesel engines driving 2 controllable pitch propellers making her one of the most powerful vessels on the Great Lakes. Her rated service speed is 14.75 knots. She is equipped with a bow thruster. The *Speer's* 20 hatches feed 5 holds where she is capable of carrying 73,700 tons at her maximum mid-summer draft of 32 feet 1 inch. Her unusual self-unloading system consists of a stern mounted 52 foot transverse shuttle unloading boom designed specifically for shore hopper loading.

Her unique unloading system restricts the *Speer's* cargo to taconite pellets. The only two locations that can accept the *Speer's* unloading boom are located in Gary, IN and Conneaut, OH. Her fleet-mate *Edwin H. Gott*, also built with a similar self-unloader, was converted to a standard self-unloading system with a 280 foot stern-mounted discharge boom thus increasing her flexibility. Boatnerd by George Wharton.

**GEORGE A. STINSON** US-595539  
**AMERICAN SPIRIT**  
1978, Toledo, Ohio, American Ship Building  
Steel Propeller, 990.00' x 105.16' x 47.58', 34,568 Gross Tonnage

*George A. Stinson* 1978-2004, *American Spirit* 2004-current

Built forebody.

The seventh of thirteen self unloading 1,000-footers built; launched as the *George A. Stinson*, she was the only one to enter service for the National Steel Corp., Cleveland, OH. The bow and stern sections were completed at American Ship Building Co., Lorain, OH as hull #907 with the mid-body being built at American Ship Building's Toledo, OH yard and towed to Lorain on November 15, 1977. The new self unloader was launched July 15, 1978 with formal christening ceremonies being held August 21, 1978 at Detroit, MI. Named in honor of National Steel Company's Chairman of the Board at the time, Mr. Stinson dedicated the vessel to the city of Detroit and to the people and industry supporting National Steel's Great Lakes Steel Division on Zug Island.

In January, 2004 the *Stinson* entered lay-up at Bay Shipbuilding in Sturgeon Bay, Wisconsin. Among winter projects was the renaming of the vessel. In late February the *George A. Stinson* name was sandblasted off and the new name *American Spirit* was painted on. The new name honors "the spirit of the company's workers and the spirit of America" as stated by American Steamship Company's President and CEO Mr. Jerome K. Welsch during the naming ceremony at Sturgeon Bay. The self-unloader's new name was officially registered with the American Bureau of Shipping on March 15, 2004. The *American Spirit* is now owned, operated and managed by the American Steamship Co. of Williamsville, NY; a wholly owned subsidiary of GATX Corporation of Chicago, IL. Boatnerd by George Wharton

**WILLIAM J. DE LANCEY** US-631668  
**PAUL R. TREGURTHA**  
1981, Toledo, Ohio, American Ship Building  
Steel Propeller, 1013.50' x 105.00' x 56.00', 36,360 Gross Tonnage

*William J. De Lancey* 1981-1990, *Paul R. Tregurtha* 1990-current

Built forebody.

The reigning "Queen of the Lakes" title holder as the longest vessel on the Great Lakes at 1,013' 06" (308.91m) was constructed in two sections. With her keel being laid July 12, 1979; the bow and part of the cargo section was built at American Ship Building Co., Toledo, OH and towed upon completion to American Ship Building Co., Lorain, OH where it was mated with the stern portion as hull #909 and formally launched February 4, 1981. The vessel was christened April 25, 1981 as the *William J. De Lancey* for Interlake Steamship Co., Richfield, OH. The large self-

unloader was built for Interlake's customer Republic Steel and was named in honor of its Chairman. Mr. De Lancey was in attendance and participated in the launching of his namesake.

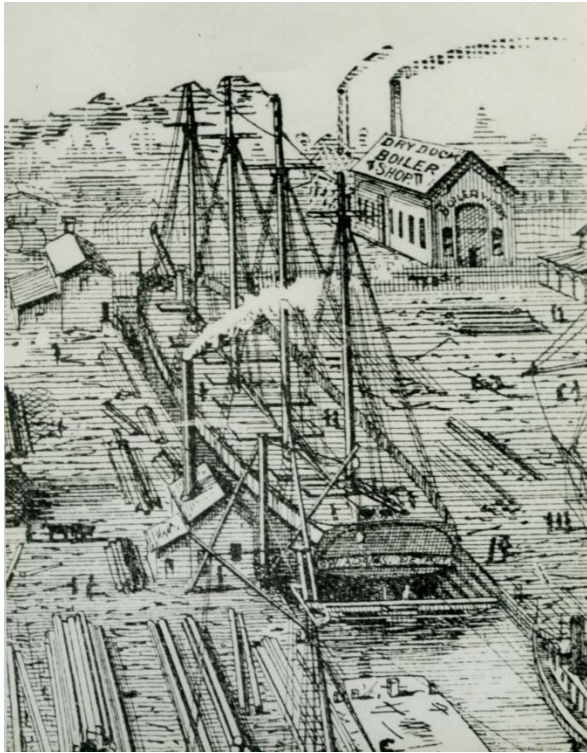
The *William J. De Lancey* was rechristened *Paul R. Tregurtha* at Sturgeon Bay on May 23, 1990. The vessel was named in honor of Mr. Paul Richard Tregurtha; Vice Chairman of Interlake Steamship Co., and Chairman, C.E.O., and 50% owner of Mormac Marine Group, Inc. (owner of Interlake Steamship Co.). Boatnerd by George Wharton

***L. R. BEATTIE***

***ISLANDER***

1986, Toledo, Ohio, Merce Industries  
Steel Passenger Excursion Boat,

Built for the Boblo Ferry Line. Sold to Alcatraz Excursions in San Francisco in 1993.



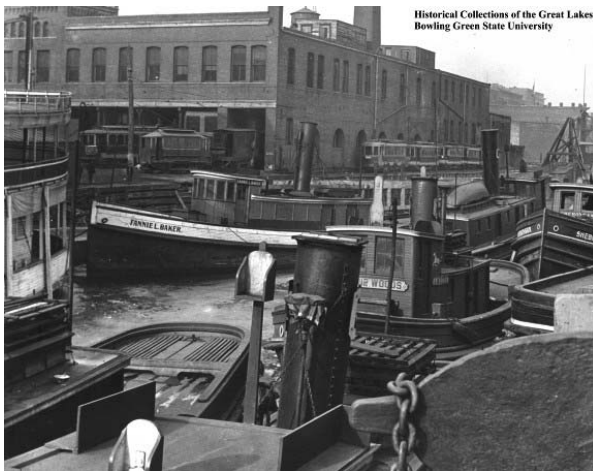
*George W. Adams, 1875, Toledo, Ohio, in Bailey Brothers Dry Dock*



*Craig Ship Building, Circa 1900's, Toledo, Ohio*



*Craig Ship Building, Circa 1900's, Toledo, Ohio, Machine Shop*



*Foot of Monroe Street, 1900, Toledo, Ohio*



*Launch of Thomas Adams, 1902, Craig Ship Building*



*Toledo Yacht Club, Toledo, Ohio, 1920*



*Craig Ship Building, Circa 1900's, Toledo, Ohio*





*Harbor View, 1959, Toledo Ohio*



*Hulett's Unloading Iron Ore, 1979, Toledo, Ohio*



*Lakefront Coal & Ore Docks, 1970's, Toledo, Ohio*



*American Ship Building Company, 1970's, Toledo, Ohio*





*Hans Hansen Welding Company, Toledo, Ohio*



*Hans Hansen Welding Company, Toledo, Ohio*



*Hans Hansen Welding Company, Toledo, Ohio*

## BOATS BUILT AT MONROE, MICHIGAN

I included the boats built at Monroe, Michigan to finish off my vessel listing of boats built at Cleveland west on Lake Erie. I will finish up the Lake Erie boats from Tonawanda west to Cleveland in the near future.

### **REGULATOR**

1826, Monroe, Michigan, Builder Unknown  
Wooden Schooner, 2 Masts, 46'6" x 13'8" x 3'6", 19 + 61/95 Gross Tonnage

1828, she ran Detroit, Michigan to Miami (Toledo), Ohio. No further listings after 1833.

### **JACOB A. BARKER**

1834, Monroe, Michigan, Bill Renssclair (Reussclair)  
Wooden Schooner, 70'4" x 21'4" x 7'1", 91 + 54/95 Gross Tonnage

9/8/1841, Sandy Town (near Buffalo, New York), ashore and released. 11/8/1845, near Big Calumet, near Chicago, Lake Michigan, ashore, (lumber), \$2,000 loss. Metzler.

Still in service in 1848.

### **JAMES MONROE, known as MONROE**

1834, Monroe, Michigan, Fairbanks Church  
Wooden Sidewheel Steamer, 144'7" x 26' x 9'8", 341 + 27/95 Gross Tonnage

*Monroe* (Steamboat), 2 Oct 1834. Yet Another. The new Steam Boat *Monroe*, Capt. H. Whittaker, came into this port, for the first time, on Thursday morning last. She is owned by the River Raisin Steam-Boat Co, was built at Monroe, Mich., and her engine, a high pressure, from the foundry of T. G. Moore, Detroit. The *Monroe* is 145 feet in length, beam, 47 feet, and of 350 tons burden. Her Gentlemen's Cabin, has 33 berths, Ladies do. 12 do and 4 State Rooms, Forward do. 51 do. and Steerage do. 20. This boat is certainly of fine appearance, and is very handsomely finished. She came in, in the morning, during a heavy gale, which she had buffeted the whole night. Her Captain informs us he has seldom seen a worse night upon the lake. The sea stove a boat suspended astern, and carried it away, making a full breach into the cabin windows and over the deck at the same time. With such a christening, and acquitting herself well, as she did, her reputation as a sea boat, is established. Barker & Holt, Agents. Buffalo Whig, October 8, 1834.

*Monroe* (Steamboat), 21 Apr 1837. Steam Boat *Monroe*: It will be seen by an advertisement in our paper, that this splendid boat will, on the complete opening of navigation, commence making regular trips from Buffalo to this place. Messrs. Foreyth & Hazard having secured the control of the *Monroe*, she will leave their wharf every Saturday, at 6 o'clock P. M. for Buffalo, touching at Perrysburg and Toledo. The *Monroe* is a fine high pressure boat of about three hundred and fifty tons burthen, superbly finished and furnished, and in point of safety, convenience, speed and beauty, is exceeded by few if any, upon Lake Erie. She was built in the year 1835, and will be commanded by Capt. Homans. Buffalo Daily Commercial Advertiser, April 21, 1837.

*Monroe* (Steamboat), narrow escape, 11 Sep 1839. Gale - Narrow Escape - A gale commenced blowing on Monday last, from the S.W. which increased during the day; during which a number of schooners made our harbor for shelter. On Tuesday morning the gale increased to a perfect hurricane. About 12 M. on Tuesday, the Steam Boat *Monroe*, Capt. S. F. Atwood, hove in sight, bound down. She made her course safely, through a tremendous sea, until within a few rods of the breakwater, when she parted her tiller chains. Her situation was now truly alarming. Capt. Atwood informs us that he was never placed in a more critical and dangerous situation. To go ahead was certain destruction, the boat becoming entirely unmanageable, and every sea, drifting her directly on the pier. As he could not go ahead, he resolved on backing her into the Lake again, which he did, running within a few feet of the end of the pier. He then, in hopes of holding on long enough to partially rig his rudder again, let go his large anchor, but the sea running to heavy, she dragged anchor, and was obliged to slip cable and drift down at the mercy of the waves. At this time the passengers became frantic with fear - some ringing the bell, others waving hats and handkerchiefs, all of which was distinctly visible on shore; but it was not in the power of man to render them any assistance. The next step of Capt. A. was to work the stern of his boat into the wind the best way he could without any rudder, which done, he forced her back again, to within a few rods of the channel; in the meantime, having rigged a spare tiller which was on board, he attempted to come round, but the first heavy sea that struck the rudder broke the tiller. Again an attempt was made by means of swinging a man overboard, to rig a temporary tackle on the head of the rudder; which being done, she again attempted to make the channel, when a gleam of hope again beamed on the countenance of all on board - but it was soon banished - the sea again seemed to defy the power or art of man to contend with it, and again turned the boat about at its mercy; the rudder giving away the third time.

Again the alarm bell was heard, and gestures seen, by those on shore, which told the imploring desires of those on board. All of which could only be seen and pitied by the multitude which now lined the shore, watching with the most intense anxiety, the fate of the *Monroe*.

Again did the anxious countenance of the Capt. show that he was called upon for a quick decision, the correctness, of which might save or destroy the lives of hundreds of human beings, who were already supplicating him for life. His mind was quickly made, and as quickly executed. To attempt to steer down the lake, without the use of a rudder, in such a sea as was then in motion, was certain death to all on board; and to attempt to come in at the lower channel, he thought would certainly run him ashore at the lower end of the bay, which he preferred to either going against the pier on the outside, or down the lake. His next orders were to have the boat trimmed to windward, by means of the passengers and freight, and make the lower channel if possible. The attempt proved successful.

After turning, to the surprise of all, she made directly for the wharf, far enough to reach still water; when she let go her small and only remaining anchor amid the cheers of hundreds of spectators and is now, at the time of our writing, safely moored at the wharf.

We have conversed with several of the passengers, who uniformly inform us that the conduct of Capt. Atwood, his officers, and crew, on the occasion, was such as to entitle them to the respect and confidence of all on board.

Capt. Ludlow, of the *S. B. Rochester*, which was laying in port at the time, is also entitled to much credit, for his prompt and humane exertions for the safety of the *Monroe*, in immediately manning his small boat, and assisting her to moorings fastened to the *Rochester*, when he saw Capt. Atwood was dragging his small anchor. *Cleveland Daily Herald & Gazette*, September 13, 1839.

Abandoned in 1941.

### **HELEN STRONG**

1845, Monroe, Michigan, Frederick Nelson Jones

Wooden Sidewheel Steamer, 142' x 19'10" x 8', 217 + 39/95 Gross Tonnage

*Helen Strong* (Steamboat), aground. 18 Nov 1846. On Friday we visited the wreck of the *Helen Strong*. She lay under a perpendicular cliff formed by a point of land, on the extreme end of which grew a tree and a few saplings, some of which hung over the surf. As the boat struck a hand felt those twigs, and seizing them clambered up. But the ropes had all been washed off, and the passengers lay there, in dim darkness, the boat thumping the rocks and crashing the timbers, till the man could go to dwellings nearby and procure assistance. But they all got off safe, and were taken care of by the neighbors, except a German woman who was lost, and a man who in the morning was supposed to be lost, but was afterwards found safe on board the wreck, and perhaps one or two more. When we were there, a good deal of baggage, and merchandise, and part of the furniture of the boat, had been gotten from the wreck, mostly damaged by water.

We should judge that most of the cargo might be rescued, though it will be damaged. Two new pianos were on board, but were smashed to pieces. The fore end of the boat was broken off, and the side all jammed in, the fragments of its frame being ground into splinters. About a mile below the wreck, the body of a man in sailors dress was found, his head badly mangled. He had about \$60 in money in one pocket, in gold and silver, and one Dollar bill and a jack-knife were the only articles we could learn of that were found on him. *Buffalo Courier*, Nov. 25, 1846.

### **BALTIMORE**

1847, Monroe, Michigan, Asa C. Keating

Wooden Sidewheel Steamer, 174' x 26'3" x 11'9", 513 + 78/95 Gross Tonnage

*Baltimore* (Steamboat), 30 Jul 1847. NEW BOAT. G. W. Strong's new boat *Baltimore*, of Monroe, came up yesterday, for the first time. She is 513 tons burthen - Length, 174 feet - Beam, 26 feet 3 inches - Depth of hold, 11 feet 6 inches. Her engine is from the Eagle Works Buffalo.

Capt. G. A. Strong, Master; C. Goldsmith, formerly on the Orleans, Mate, and H. R. Scott, 2d. Mate. It is not yet decided on what route she will run. *Detroit Advertiser*, 30th. *Buffalo Daily Courier*, July 31, 1847.

*Baltimore* (Steamboat), aground, 9 Sep 1855. LOSS OF THE STEAMER *BALTIMORE*. (House Line) Chicago, Sept. 21. The steamer *Baltimore* was sunk near Sheboygan. The passengers were all saved in a life boat.

The *Baltimore* finally drifted ashore and is probably a total loss, as her lower works are entirely carried away. Buffalo Daily Republic, September 22, 1855.

**MOHEGAN** US-16450

1847, Monroe, Michigan, Asa C. Keating

Wooden Brigatine, 115'10" x 24'9 1/2" x 9'5", 248 + 9/95 Gross Tonnage

*Mohegan* (Brig), 3 Jul 1847. The brig *Mohegan* was launched at Monroe on the 3d. She was built by Mr. Keating, and is said to be a fine craft. Her dimensions are, length 117 feet, breadth 25 feet, depth of hold 9 1/2 feet, tonnage 270 tons, and is owned by J. N. Peabody, of Buffalo. Buffalo Daily Courier, July 17, 1847.

*Mohegan* (Brig), collision, 2 Oct 1859. The brig *Mohegan* collided with the bark *Sonora* on Sunday last, while both vessels were being towed down the Saginaw River by the steamer *Magnet*, the latter vessel ahead, fetched up in shoal water, when the former ran into her, carrying away her head rail, six or eight stanchions, plank sheer, and one plank of her larboard bows. The captain was enabled to reach this port by temporarily repairing the break, covering it with canvas. She arrived here safely this afternoon, laden with lumber, but will proceed no further until all damages are made good. Detroit Advertiser, October 8, 1859.

*Mohegan* (Brig), aground, 5 Dec 1870. The brig *Mohegan*, which went ashore about a week ago at Pt. Aux Barques. About 40 ft of her stern is broken off, she is split in two from stem to stern and is completely broken up. Erie Daily Dispatch, December 5, 1870.

**SOUTHERNER**

1847, Monroe, Michigan, Asa C. Keating

Wooden Sidewheel Steamer, 176'2" x 28' x 11'7 + 3/4", 550 + 17/95 Gross Tonnage

*Southerner* (Steamboat), 1 Jul 1847. THE *SOUTHERNER*. Is the name of a new and substantial steamer, which made her first appearance here on Tuesday. She was built at Monroe, Michigan, for Messrs. Field & Sterling, of that place. Her dimensions are as follows: Length 130 feet, breadth of beam 28 feet, depth of hold 11 feet 6 inches, and is 559 tons burthen, Custom House measurement. She is yet in an unfinished condition, but will run the balance of the fall as a freight boat, and during the winter she will have a splendid upper cabin put on, and run in the Monroe trade, in connection with the Southern Railroad. She was built by Mr. A. C. Keating, and is commanded by A. D. Perkins, a good seaman and clever fellow. Morning Express. Buffalo Republic, October 14, 1847.

*Southerner* (Steamboat), 23 May 1850. The *Southerner* runs regularly between Cleveland and this city, and seems to be doing a good business. She has been fitted up anew, and looks as fresh and clean as you could wish. Capt. Pierce her commander, is one of the most popular captains on the lakes, and deservedly so. Detroit Free Press, May 23, 1850.

*Southerner* (Steamboat), aground, 28 Oct 1853. LOSS OF THE STEAMER *SOUTHERNER* - FULL PARTICULARS - The Cleveland Plain Dealer says - The *Southerner* lies at Ashtabula - a complete wreck. She was bound for Buffalo and was out in the severe gale of Thursday, which has resulted in so many disasters on the lake. She sprung a leak this side of Erie, and Capt. Hayes put about with the intention of making the harbor of Conneaut. He was unable to make out the lights either at Erie or Conneaut, and he consequently put back for Ashtabula. The Light there was visible. Having got opposite Ashtabula, she attempted to gain the harbor. As she neared the dock, the swell left her, she touched bottom, sided round with the sea, and struck on a crib or dock, about 60 feet from shore. She soon after broke in two. Her engines were broken up and her wood work smashed up. She had considerable water in her when she struck. The waves made a havoc with her. She went ashore at 6 o'clock Friday morning.

The cargo consisted of 1,500 bbls flour and 1,200 hogs (loaded at Sandusky, except 600 bbls flour shipped here.) Most of the hogs were got off - a good many were however drowned. The flour is much damaged, and a large portion of it spoiled.

The *Southerner* was owned by A. Curry, of this city and was insured for \$16,000 - \$9,000 in the Astor and \$6,000 in the Atlas. Mr. Curry's loss is about \$6,000. Buffalo Daily Republic, November 1, 1853.

**JULIUS D. MORTON** US-45091

1848, Monroe, Michigan, Asa C. Keating

Wooden Sidewheel Steamer (Tug), 167'5" x 26'4" x 11'3", 472 + 90/95 Gross Tonnage

*Julius D. Morton* (Steamboat), 1 Sep 1848. New Lake Craft. Notwithstanding the poor return which stock in Lake craft, as a general thing, has made this season, there are constant arrivals in our harbor of new steamers and sail vessels from up the Lake - through the building of the latter is now well nigh suspended. A new steamer bearing the name of *Julius D. Morton*, hailing from Monroe, Michigan, has just come in for the first time. She is of about 500 tons, 175 feet long-28 feet beam - 11 1/2 feet hold, and is owned by Messrs. Keating and Van Brunt, of Monroe, and is to run in the Toledo line. Buffalo Commercial Advertiser, October 2, 1848.

*Julius D. Morton* (Steamboat), fire, 8 Apr 1863. The tug *Julius D. Morton* was burned to the water's edge at Point au Shane, on Wednesday night. It is supposed to be the work of an incendiary. Chicago Tribune, April 15, 1863.

*JULIUS D. MORTON*, a paddle-wheel steamer of 472 tons built 1848, burnt April 8, 1863 in St. Clair River, Mich. Total loss, no lives lost. Merchant Steam Vessels of the U.S.A. 1790 - 1868. Lytle-Holdcamper List.

She was rebuilt as a barge. August 13, 1873, 20 miles from Cleveland, Lake Erie, she sank with a load of lumber, 11,500 loss. Metzler.

***W. B. NOBLE***

1857, Monroe, Michigan, Lewis Jones  
Wooden Scow, 2 Masts, 75' x 20'6" x 4'3", 56 + 78/95 Gross Tonnage

No further information. Looked like a short life.

***A. D. PERKINS*** US-1924

1870, Monroe, Michigan, Builder Unknown  
Wooden Propeller, 6.8 Gross Tonnage

No further information.

***MASONIC***

1884, Monroe, Michigan, Builder Unknown  
Wooden Steam Yacht

Final disposition is unknown.

***FULLER***

1889, Monroe, Michigan, Builder Unknown  
Wooden Propeller Tug, 41.5' x 13' x 3.4', 39 Gross Tonnage

*Jim Fuller* (Tug), 15 Apr 1897. S. C. Baker, dredging contractor of Duluth, who recently purchased from R. J. Cram of Detroit the tugs *Jim Fuller* and *Crosby*, together with a dredge and four scows, is preparing to move the entire outfit to the head of the lakes as soon as the weather will permit. The Marine Review, April 15, 1897. I believe this is the *Fuller*.

She was dismantled and abandoned in 1911.

***F. S. STERLING*** US-120927

***MARY***

1893, Monroe, Michigan, J. B. Dewey  
Wooden Propeller, 90.9' x 20' x 8', 78.91 Gross Tonnage

Changed owner and name about 1900. No further information.

***CLARA S.*** US-127125

1896, Monroe, Michigan, Builder Unknown  
Wooden Propeller Fish Tug, 50.8' x 13.6' x 3.6", 15.65 Gross Tonnage

Home Port was Erie, 1903-1910. Metzler.

## Sailors Alphabet Song, 1870 version

**A** is the anchor of our gallant ship,  
**B** is the bowsprit that in the seas dip,  
**C** is the capstan so merrily goes 'round, and  
**D** is the davits to which our boat's bound.

Chorus:

*So merry, so merry, so merry are we,  
No mortals on earth are as happy as we;  
Hi derry, ho derry, hi derry down,  
Give sailor boys rum and there's nothing goes  
wrong!*

**E** is the ensign at our masthead,  
**F** is the fo'c'sle where is our bed,  
**G** is the gun'l, against it seas splash,  
**H** is the hawser that holds the ship fast.  
**I** is the iron, without it we're lost,  
**J** is the jolly boat that rows us acrost  
**K** is the keelson as I have been told, and  
**L** is the lany'rd that keeps a good hold.  
**M** is the mainmast so stout and so tall,  
**N** is the nettings that hangs our hammocks all.  
**O** is the oars we often do row, and  
**P** is the pennant so lightly does flow.  
**Q** is the quarterdeck on which our good captain  
stood,  
**R** is the riggin' so stout and so good.  
**S** is the steward that weighs our beef, and  
**T** is the tops'ls we oft have to reef  
**U** is the union to which our troubles pass,  
**V** is the vang that holds steady the gaff  
**W** is the wheel by which we do steer, and  
**X, Y** and **Z** are the rest of the gear.

## Later version

**A** is for Anchor which is sometimes called hook,  
**B** is for bosun who is often a crook,  
**C** is for captain, a rusty old man, and  
**D** is for deck, where the winches are ran.

**E** is for ensign, high up on the spar,  
**F** is for fireman who throw the splice bar,  
**G** is for galley, where the cook does his stuff, and  
**H** is for hatchway where one fall IS enough.  
**I** is for iron whose ore the ships carry,  
**J** is Jane we all love, but ne er marry,  
**K** is for Keel deep down in the sea,  
**L** is for locks at Sault Ste. Marie  
**M** is for mattress all full of bed bugs,  
**N** is for navy beans we eat from our mugs,  
**O** is for oiler all greasy and gay, and  
**P** is for pumps which he runs night and day.  
**Q** is for quarterdeck, called the fantail,  
**R** is for rollers that come over the rail,  
**S** is for sailor who does his own patches, and  
**T** is for tarpaulin that covers the hatches.  
**U** is for union that pipe fitters know,  
**V** is for ventilator down which the winds blow,  
**W** is for windlass that pulls up the hook, and  
**X** is the signature of our scholarly cook.  
**Y** is for yells the mate often makes, and  
**Z** is for zero in winter on the Lakes.

*Songquest, The Journals of Great Lakes Folklorist  
Ivan H. Walton, edited by Joe Grimm, Wayne State  
University Press*

*Windjammers, Songs of the Great Lakes Sailors,  
Ivan H. Walton, edited by Joe Grimm, Wayne State  
University Press*



## Erie

*Ephraim Peabody (1807–1856)*

THESE lovely shores! how lone and still  
A hundred years ago,  
The unbroken forest stood above,  
The waters dashed below,—  
The waters of a lonely sea,  
Where never sail was furled,  
Embosomed in a wilderness,  
Which was itself a world.

A hundred years! go back; and lo!  
Where, closing in the view,  
Juts out the shore, with rapid oar  
Darts round a frail canoe.  
'T is a white voyager, and see,  
His prow is westward set  
O'er the calm wave; hail to thy hold,  
World-seeking bark, Marquette!

The lonely bird, that picks his food  
Where rise the waves, and sink,  
At their strange coming, with shrill scream,  
Starts from the sandy brink;  
The fishhawk, hanging in mid sky,  
Floats o'er on level wing,  
And the savage from his covert looks,  
With arrow on the string.

A hundred years are past and gone,  
And all the rocky coast  
Is turreted with shining towns,  
An empire's noble boast.  
And the old wilderness is changed  
To cultured vale and hill;  
And the circuit of its mountains  
An empire's numbers fill.

### It's Me for the Inland Lakes

If ever I follow the ships again  
To gather my spuds and cakes,  
I'll not be working a deep-sea hack,  
It's me for the inland Lakes.

You get a berth that's really a berth;  
An' the jaw that the skipper takes —  
No end I swear — it's a wonderful life,  
It's me for the windy Lakes.

The runs are short, the vessels good,  
An' real men are the mates;  
They're men and they can handle a ship,  
It's me for the rolling Lakes.

Late gales may blow an' seas run high,  
An' the lees feel of country Jakes;  
But quarters are warm and the grub is great,  
It's me for the open Lakes  
Two dollars a day they often pay,  
Much better than ocean crates;  
An' when the season's done, all winter  
you bum,  
It's me for the inland Lakes.

As recalled by Capt. Walkingthaw — 1933, From *Windjammers: Songs of the Great Lakes Sailors*, By Ivan H. Walton

### O Captain! My Captain!

O CAPTAIN! my Captain! our fearful trip is done;  
The ship has weather'd every rack, the prize we sought is won;  
The port is near, the bells I hear, the people all exulting,  
While follow eyes the steady keel, the vessel grim and daring:  
But O heart! heart! heart!  
O the bleeding drops of red,  
Where on the deck my Captain lies,  
Fallen cold and dead.

O Captain! my Captain! rise up and hear the bells;  
Rise up—for you the flag is flung—for you the bugle trills;  
For you bouquets and ribbon'd wreaths—for you the shores a-crowding;  
For you they call, the swaying mass, their eager faces turning;  
Here Captain! dear father!  
This arm beneath your head;  
It is some dream that on the deck,  
You've fallen cold and dead.

My Captain does not answer, his lips are pale and still;  
My father does not feel my arm, he has no pulse nor will;  
The ship is anchor'd safe and sound, its voyage closed and done;  
From fearful trip, the victor ship, comes in with object won;  
Exult, O shores, and ring, O bells!  
But I, with mournful tread,  
Walk the deck my Captain lies,  
Fallen cold and dead.

Walt Whitman (from *Leaves of Grass*, 1867 edition, first published in Saturday Press, New York, 1865)

### SHIP TIME AND WATCHES

Each day on shipboard commences at noon. The crew is formed in two divisions called respectively the “Starboard Watch” and “Port Watch.” The two watches perform duty alternately as follow:

“Afternoon Watch”	=	Noon to 4:00 P. M.
“First Dog Watch”	=	4:00 P. M. to 6:00 P. M.
“Second Dog Watch”	=	6:00 P. M. to 8:00 P. M.
“Night Watch”	=	8:00 P. M. to Midnight
“Middle Watch”	=	Midnight to 4:00 A. M.
“Morning Watch”	=	4:00 A. M. to 8:00 A. M.
“Forenoon Watch”	=	8:00 A. M. to Noon

The purpose of the two-hour watches (Dog Watches) is to change the Hours of duty Starboard and Port Watches each day.

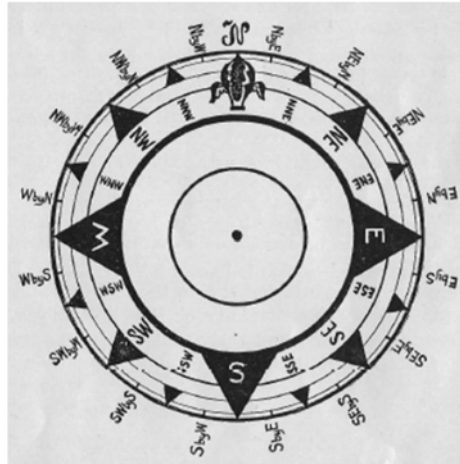
### TIME IS STRUCK ON THE SHIP’S BELL AS FOLLOWS

#### Odd Bells on the Half Hour

- 1 Bell at 12:30 A. M. and 12:30 P. M.
- 3 Bell at 1:30 A. M. and 1:30 P. M.
- 5 Bell at 2:30 A. M. and 2:30 P. M.
- 7 Bell at 3:30 A. M. and 3:30 P. M.
- 1 Bell at 4:30 A. M. and 4:30 P. M.
- 3 Bell at 5:30 A. M. and 5:30 A. M.
- 5 Bell at 6:30 A. M. and 6:30 P. M.
- 7 Bell at 7:30 A. M. and 7:30 P. M.
- 1 Bell at 8:30 A. M. and 8:30 P. M.
- 3 Bell at 9:30 A. M. and 9:30 P. M.
- 5 Bell at 10:30 A. M. and 9:30 P. M.
- 7 Bell at 11:30 A. M. and 11:30 P. M.

#### Even Bells on the hour

- 2 Bell at 1:00 A. M. and 1:00 P. M.
- 4 Bell at 2:00 A. M. and 2:00 P. M.
- 6 Bell at 3:00 A. M. and 3:00 P. M.
- 8 Bell at 4:00 A. M. and 4:00 P. M.
- 2 Bell at 5:00 A. M. and 5:00 P. M.
- 4 Bell at 6:00 A. M. and 6:00 A. M.
- 6 Bell at 7:00 A. M. and 7:00 P. M.
- 8 Bell at 8:00 A. M. and 8:00 P. M.
- 2 Bell at 9:00 A. M. and 9:00 P. M.
- 4 Bell at 10:00 A. M. and 10:00 P. M.
- 6 Bell at 11:00 A. M. and 11:00 P. M.
- 8 Bell at noon and at midnight



### THE COMPASS CARD

“Boxing the Compass” consists of repeating the points of the compass in proper order. Sailormen “box the compass” forwards, backwards and other ways as a mental exercise. The points are:

North	East	South	West
N. by E.	E. by S.	S. by W.	W. by N.
N. N. E.	E. S. E.	S. S. W.	W. N. W.
N. E. by N.	S. E. by E.	S. W. by S.	N. W. by W.
North East	South East	South West	North West
N. E. by E.	S. E. by S.	S. W. by W.	N. W. by N.
E. N. E.	S. S. E.	W. S. W.	N. N. W.



## NAUTICAL TERMS IN COMMON USE

**Abaft** - Signifies on the after side of; thus, abaft the foremast or nearer to the stern than the foremast.

**Aboard** - In the ship.

**About** - A ship is said to be "about" immediately after she has tacked. "Ready about" is the order given preparatory to tacking ship.

**Abreast** - Opposite to.

**Adrift** - Broken loose from moorings. Driving about without control.

**Ahead** - Before the ship.

**A'lee** - To leeward. The helm is a'lee when it is put down to leeward.

**Athwart** - Lying across any part of the ship. Athwartships - Athwarthawse - applied when a ship is across the bow of another.

**Awash** - Level with the surface of the water.

**Bare Poles** - Having no sail set.

**Bark** - A three masted vessel, square rigged on the two forward masts.

**Barkentine** - A three masted vessel, square rigged on the foremast.

**Bear Up** - To alter course, turning the ship's head more away from the wind. Literally, to bear the helm to windward.

**Beating to Windward** - Proceeding as nearly as possible in a direction towards the wind, by means of tacking.

**Before the Wind** - Having the wind directly aft.

**Belay** - To make fast a rope.

**Bight** - A loop in a rope.

**Box the Compass** - To repeat over the points of the compass in order.

**Brig** - A two masted vessel, square rigged on both masts.

**Brigantine** - A two masted vessel, square rigged on the foremast.

**By the Head** - A vessel is said to be trimmed by the head when she is deeper in the water forward than aft.

**By the Stern** - The opposite of "by the head."

**By the Wind** - Sailing as close to the wind as possible; closehauled.

**Carry Away** - To break a spar, or rope, etc.

**Chock a Block** - To be full up; or hull to the brim.

**Closehauled** - Sailing as close to the wind as possible.

**Crank** - A vessel is said to be crank if she is listed or heeled over easily; it is the opposite to stiffness.

**Derelict** - A vessel abandoned at sea.

**Dismantled** - Unrigged, without sails or spars, stripped to a gantline.

**Draw** - A sail is said to draw when it is filled with wind. To let draw is to ease off the weather sheet of a head sail and to haul in the lee sheet.

**End for End** - To shift a spar or rope, etc., by reversing the directions of the ends.

**Entrance** - A good entrance means a good well formed bow.

**Flat Aft** - The sheets of fore and aft sails are flat aft when they are 'hauled in as far as possible for sailing closehauled.

**Flush Deck** - Is a level deck throughout its extent. A flush decked ship is a ship with a flush upper deck having no raised decks at either end.

**Forereach** - To shoot ahead.

**Founder** - To sink.

**Full and By** - Sailing closehauled, so as just to keep the sails full.

**Gather Way** - When a vessel begins to move through the water.

**Go About** - To tack.

**Going Free** - Sailing with the wind on the beam or quarter.

**Gybing a Sail** - When running nearly before the wind, and the wind gets on the lee side of the sail (fore and aft sail), blowing it over to the other side of the vessel, it is said to gybe.

**Heading** - The direction of the ship's head.

**Hermaphrodite** - A brigantine.

**Hogged** - The bow and stern of the ship having settled below their original level.

**Hove To** - Keeping a ship stationary by making one sail act against another.

**Hull Down** - When only a vessel's spars are visible above the horizon.

**In Irons** - A vessel is said to be in irons when she is head to wind and will fall off on either tack.

**In the 'Wind** - If when sailing closehauled a vessel comes nearly head to wind she is said to be "all in the wind."

**Jury** - Anything of an extempore nature, thus, jury mast, jury rudder, etc.

**Lay Her Course** - A vessel is said to lay her course if she keeps steadily on it and does not fall off to leeward.

**Lee Helm** - The helm put down to leeward to bring the vessel up to the wind.

**Lee Side** - The opposite to the weather side.

**Leeway** - Going sideways away from the wind.

**List** - A vessel is said to list when she is inclined over to one side.

**Luff** - To alter course, bringing the ship's head near to the wind.

**Off the Wind** - Sailing with the wind on the beam or quarter.

**On a Wind** - Close hauled. Sailing as close to the wind as possible.

**Overhaul** - To overtake another vessel.

**Part** - To carry away, or, to break.

**Port** - Anything to the left of the center line of a ship.

**Reach** - The distance between any two points that lie in a straight line from one another. It is also the distance a vessel sails without tacking generally with the wind free.

**Ready About** - The caution given to prepare to tack ship.

**Run** - The under part of a vessel aft. To sail before the wind. To come down by the run, is to fall or lower suddenly without warning. To run down is to collide bows on with another vessel. Run foul of, is to collide with a vessel or other object. A day's run is the distance a vessel sails in 24 hours.

**Sagged** - The midship part of the ship having settled down below the original fixed level.

**Schooner** - A fore and aft rigged vessel with two or three masts.  
**Scud** - To run before a gale of wind with little or no canvas.  
**Seaworthy** - In every respect fit to go to sea,  
**Setting up Rigging** - Hauling the shrouds tight.  
**Sheer** - The fore and aft curve of a vessel's deck.  
**Shift the Helm** - To reverse the helm from one side to the other.  
**Shift of Wind** - A change of wind.  
**Ship** - A vessel having three masts, square rigged on all masts.  
**Shorten Sail** - To take in sail.  
**Slant of Wind** - A favorable wind.  
**Starboard** - Anything to the right of the center line of a ship.  
**Stern Way** - Going astern.  
**Tack** - To go about, to change from one tack to, the other passing head to wind.  
**Taut** - Signifies tight.  
**Top Hamper** - Literally anything above the deck. Common usage, anything unnecessary above deck.  
**Under Way** - Moving through the water.  
**Unship** - To move anything from its place.  
**Waist** - The middle part of a ship's upper deck.  
**Wake** - Of a ship, is the track left by a ship in the water.  
**Water Logged** - The condition of a vessel that floats although she is full of water.  
**Wearing** - Going round from one tack to another passing stern to the wind.  
**Weather** - To weather is to pass on the weather side of anything. 'Weather gauge, a vessel being to windward of another has the weather gauge.  
**Weather side** - the side against which the wind blows. Weather tide, a tide making to windward or against the wind.  
**Wind Abeam** - Sailing with the wind directly on one side, or at right angles to the keel.  
**Working to Windward** - Beating to windward.  
**Yaw** - When a ship is not on a steady course and her head swings from one side to the other she is said to yaw about; or she may make a yaw to one side only.

#### **PARTS OF A SAILING VESSEL**

**Bow** - The forward end of a vessel.  
**Stern** - The after end of a vessel.  
**Waist** - (or "amidships") The mid-length of a vessel.  
**Beam** - The breadth of a vessel at its widest part.  
**Draft** - Depth below water.  
**Freeboard** - Height of the hull above water.  
**Sheer** - The rise, or amount of rise from a level, of the lengthwise lines of a vessel's hull.  
**Rudder** - A 'Rat member hinged to or abaft the stern-post, which changes the course of the vessel when swung to either side.  
**Keel** - The lowest lengthwise member on the framework of the body of the boat, and is weighted, its lowest part.

#### **SPARS**

**Masts** - Uprights which support the sails.  
**Topmast** - An extension of a mast.  
**Foremast** - The mast nearest the bow: except on a catboat, sloop, yawl or ketch.  
**Mainmast** - The mast second from the bow.  
**Mizzen Mast** - The third mast from the bow.  
**Boom** - The spar that spreads the lower part of a sail.  
**Gaff** - The spar that spreads the top of a sail.  
**Bowsprit** - A spar that extends horizontally in front of the bow.  
**Spreet or Yard** - A light spar which extends the front of a topsail.  
**Club** - A light spar which extends the foot of a topsail.

#### **SAILS**

**Mainsail** - The sail supported by the mainmast.  
**Foresail** - The sail supported by the foremast.  
**Topsails** - Sails which are spread above the mainsail, topsail, or jib.  
**Jibs** - Triangular sails forward of the foremast.

#### **PARTS OF A SAIL**

**Head** - The top.  
**Luff** - The forward edge.  
**Foot** - The bottom edge.  
**Leech** - The after edge.

#### **RIGGING**

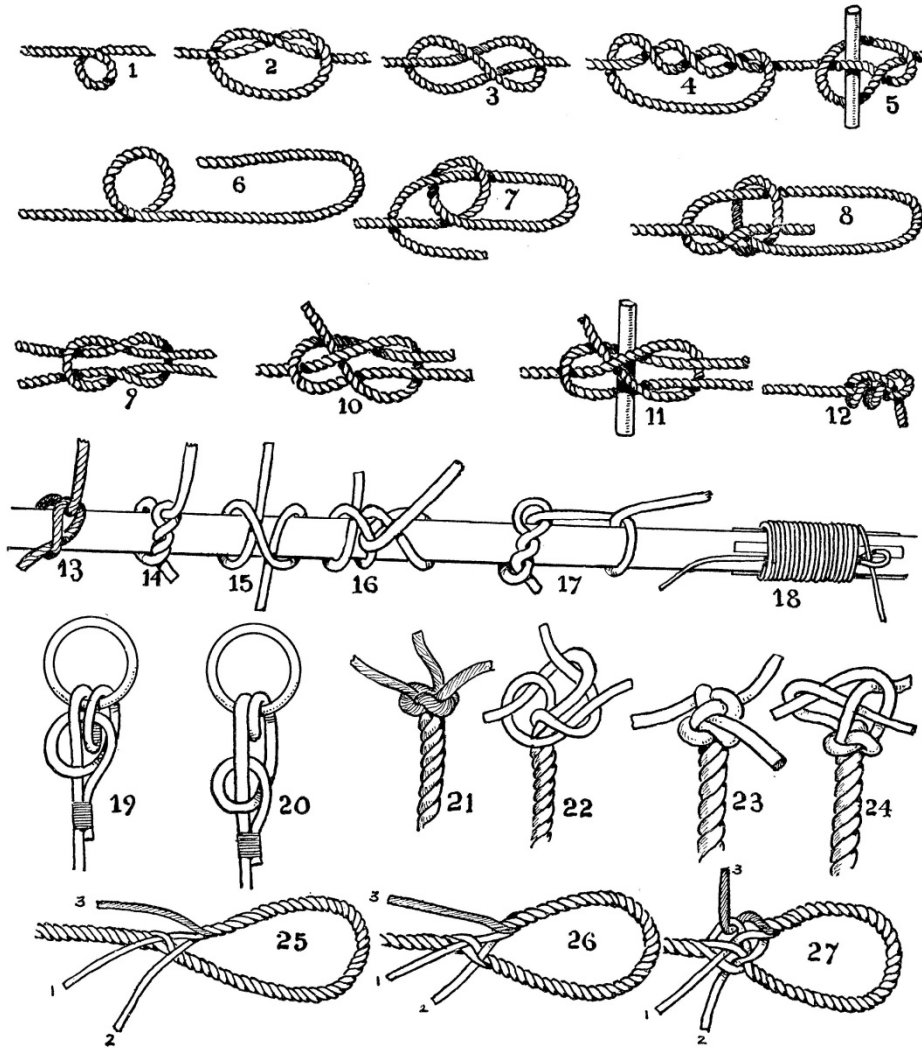
**Standing Rigging** - Stays-Ropes or wire cables which support masts.  
**Running Rigging** - The ropes by which sails are manipulated.  
**Halyards** - The ropes by which sails are raised.  
**Sheets** - The ropes by which the position or slant of fore and aft sails are controlled ("trimmed").

#### **NAUTICAL MEASURE**

**1 Fathom** = 6 feet.  
**1 nautical mile** (knot) = 6080.26 feet = 1.1516 statute mile = approximately 1-1/6 statute mile.  
**1 league** = 3 nautical miles.  
**One degree at the equator** = 60 nautical miles = 69.168 statute miles.  
**360 degrees** = 21,600 nautical miles = 24, 874.5 statute miles = circumference of the earth at the equator.

# KNOTS, BENDS, HITCHES AND SPLICES

## Commonly used on sailing vessels



- |                       |  |                                |
|-----------------------|--|--------------------------------|
| 1. Bight of a rope.   | 6. Bowline, first stage.               | 11. Sheet bend with toggle.    |
| 2. Overhand knot.     | 7. Bowline, second stage.              | 12. Stevedor's knot.           |
| 3. Figure eight knot. | 8. Bowline, third stage.               | 13. Half hitch.                |
| 4. Double knot.       | 9. Square or reef knot.                | 14. Timber hitch.              |
| 5. Boat knot.         | 10. Sheet bend.                        | 15. Clove hitch.               |
|                       | 16. Rolling hitch.                     | 20. Round knot and half hitch. |
|                       | 17. Timber hitch & half hitch.         | 21. Wall knot - complete.      |
|                       | 18. Lashing.                           | 22. Wall knot - commenced.     |
|                       | 19. Fisherman's knot.                  | 23. Wall knot - crowned.       |
|                       | 24. Wall knot, crowned – commenced     |                                |
|                       | 25. Eye splice – first strand tucked.  |                                |
|                       | 26. Eye splice – second strand tucked. |                                |
|                       | 27. Eye splice – third strand tucked.  |                                |

A knot, bend or hitch, made properly made will not jamb.

## INDEX

- 0057, 116  
0058, 116
- A. Andrews, Jr., 60  
A. Boody, 48  
A. Buckingham, 36  
A. D. Perkins, 136  
Abbie L. Andrews, 61  
Adam E. Cornelius, 102, 126  
Admiral Evans, 89  
Admiral Peary, 107  
Admiral Watson, 90  
Aetna, 110  
Aggie B. Reid, 86  
Alaska Shell, 89  
Albion, 31  
Alfred Noble, 93  
Alga, 109  
Alice, 76  
Almond (WAGL 177), 114  
Alvin Bronson, 29  
American Spirit, 127  
An Kuo, 113  
Andes, 29  
Andre Montreuil, 109  
Angeliki Venetziadou, 87  
Angouleme, 112  
Ann Arbor No. 1, 82  
Ann Arbor No. 2, 67, 82  
Ann Arbor No. 5, 96  
Anna Schafer, 108  
Annie Robertson, 65  
Anthony Wayne, 15  
Antonios, 109  
Arawanna II, 117  
Arawanna, 95  
Arcadia, 93  
Argo, 89  
Aristide, 87  
Arrowhead, 115  
Aspen, 94  
Atalanta, 49  
Atlanta, 49  
Attock, 106  
Auburg, 81  
Avin, 111
- B. Alexander, 93  
B. Baldy, 117  
B. F. Affleck, 115  
Bad Boy, 77  
Balaton, 110  
Baltimore, 134  
Barbara, 106, 120  
Bayersher, 97  
Bayusona, 90  
Becraft, 125  
Belle Hanscomb, 63  
Belle King, 49  
Belle, 61  
Benson Ford 119  
Berit, 110  
Bertie Crowell, 47  
Bessie B., 118  
Bessie Smith, 61  
Betty D, 119  
Boyaca, 113
- Breiva, 114  
Brian Boru, 78  
Bridgetown, 113  
Bucephalus, 33  
Buckeye Belle, 85  
Buckeye, 125  
Buckman, 89  
Burlington, 125
- C & M, 81  
C. D. Johnson III, 108  
C. Gallen, 57  
C. S. Williams, 105  
Cahy, 114  
Calavaris, 110  
Calicorock, 110  
Calispell, 110  
Capitola, 93  
Capt. Jim, 118  
Captain Al, 118  
Captain Bill, 120  
Captain Charles, 120  
Captain Dick, 120  
Captain George, 120  
Captain Mac, 120  
Captain Martin, 120  
Captain Mike, 120  
Captain Sam, 119  
Captain Tom, 120  
Caroline, 14  
Cascade, 109  
Central Dredging Co. No. 1, 116  
Central Dredging Co No. 2, 116  
Charles Beatty, 90  
Charles Hubbard, 95  
Charles M. Beeghly, 123  
Checotah, 57  
Chesapeake, 17  
Chief Wawatam, 70, 105  
Chimere, 90  
Chippewa, 13, 20, 87, 119  
Churchill, 79  
City of Benton Harbor, 92  
City of Dallas, 113  
City of Green Bay, 115  
City of Miami, 91  
City of Rossford, 86  
City of South Haven, 69, 91  
City of Toledo, 43, 50, 69, 80, 118  
Clara S., 136  
Claremont, 97  
Cletus Schneider, 91  
Coalhurst, 82  
Coaster, 79  
Commercial Alabaman, 113  
Commercial Mariner, 113  
Commodore Perry, 14  
Companion, 77  
Confucius, 112  
Connie M., 93  
Cora Lock, 43, 56  
Craig, 93  
Crolona, 86
- D. Massey, 94  
D. P. Rhodes, 54  
D. S. Austin, 59  
D. S. Wilder, 50  
D'Enambuc, 109  
Dan Cornelius, 50  
Dan W. Miller, 87  
Danae, 87  
Daniel E. Bailey, 64  
Dart, 36  
David Dows, 44, 73  
Dawn Light, 81  
Dawnlite, 106  
Daylite, 107  
Defiance, 32  
Degan Brothers No. 1, 83  
Degan Brothers No. 2, 83  
Degan Brothers No. 3, 83  
Denmark, 96  
Detroiter, 68, 83  
Diamond Belle, 122  
Don Quixote, 15  
Dorothy Wintermote, 111  
Douglas, 78  
Dulcino, 91  
Dynamic, 121
- E. A. Fulton, 48  
E. G. Crosby, 91  
E. K. Hart, 64  
E. N. Breitung, 80  
E. R. Williams, 61  
Eagle, 13  
Edgar B. Spear, 127  
Edith, 93  
Edna D., 119  
Edward B. Greene, 119  
Eighth Sea, 121  
Emma, 49  
Emory Bailey, 54  
Empire Taj, 106  
Empire, 77  
Engineer No. 4, 93  
Enterprise, 45, 82  
Erie, 51  
Ernest A. Hamill, 86  
Ernest T. Weir, 115  
Erwin L. Fisher, 97  
Essex, 105  
Esso Formosa, 107  
Esso No. 11, 107  
Esso No.1, 107  
Esso Santa Fe, 107  
Eugene Zimmerman, 94  
Eugene, 49  
Eureka, 50  
Express Boy, 57
- F. E. Harvey, 86  
F. J. King, 52  
F. S. Sterling, 136  
Favorite, 16  
Fencia, 112  
Fourth Coast, 121  
Frank Lynch, 108  
Fred G. Hartwell, 95  
Fred Kelley, 58  
Fred Nielsen, 56
- Fred Tank, 79  
Fremont, 45  
Fuller, 136
- G. F. Becker, 117  
G. H. Breyman, 92  
G. P. Griffith, 29, 41  
G. W. Mulinix, 59  
Garden State, 120  
Gazelle, 13  
General Harrison, 21, 39  
General John M. Wilson, 86  
General Thomas Lincoln Casey, 86  
General Vance, 19  
George A. Stinson, 127  
George D. Goble, 115  
George D. Russell, 57  
George E. Warren, 105  
George J. Whelan, 97  
George L. Craig, 92  
George M. Cox, 90  
George R. Fink, 115  
George R. Hand, 52  
George Rogers, 79  
George W. Adams, 64, 129  
George W. Davis, 59  
George W. Reynolds, 49  
Glento, 109  
Globe, 28, 41, 105  
Gopher State, 121  
Gorgas, 109  
Grand Haven, 92  
Grand Island, 94  
Grandon, 84  
Granite State, 124  
Guyandot, 105  
Gyoryo Maru, 107
- H. B. and B. No. 1, 81  
H. B. and B. No. 3, 81  
H. B. and B. No. 21, 86  
H. B. Cunningham, 94  
H. C. Thatcher, 65  
H. P. Tobey, 80  
H. Steven, 94  
Hai Su, 113  
Hamp Thomas, 125  
Harriet B., 85  
Harry Farnum, 105  
Harry W. Croft, 95  
Harvey Bissell, 51  
Helen Strong, 134  
Henry Stokes, 81  
HMTS Tapi, 102, 125  
Hon. James L. Oberstar, 123  
Hoosier, 50  
Hope, 65  
Horace S. Wilkinson, 108  
Hubert Schafer, 111  
Huron Maid, 103, 126  
Huron, 90, 120
- Indiana, 21, 22  
Indianapolis, 93  
Ireland, 28

Irish Willow, 108  
 Iron City, 64  
 Ironwood, 90  
 Iroquois, 89  
 Island Belle, 77  
 Islander, 127  
  
 J. A. Clay, 78  
 J. E. Bailey, 64  
 J. E. McQueen, 105  
 J. F. King, 52  
 J. G. Blaine, 77  
 J. K. Secor, 77  
 Jacob A. Barker, 133  
 James Barr, 51  
 James J. Murray, 86  
 James Monroe, 133  
 James P. Walsh, 93  
 James W. Ross, 35  
 James Wolcott, 23  
 Janine, 109  
 John B. Ketcham 2<sup>nd</sup>, 67, 82  
 John C. Barr, 83  
 John Dunn, Jr., 96  
 John F. Morrow, 80  
 John H. Stevens, 62  
 John Hollister, 15, 32  
 John J. Barlum, 80  
 John Kendal, 116  
 John Marshall, 20, 23  
 John Roberts, 86  
 John Sherwin, 101, 121  
 John W. Boardman, 72, 114  
 John W. Moore, 80  
 John W. Ross, 35  
 John Wesley, 44, 60  
 Johnny B., 86  
 Joseph M. Enright, 54  
 Julius D. Morton, 135  
  
 Kaho, 125  
 Kalev, 109  
 Kamchatneft-Razvedka, 113  
 Kaye E. Baker, 119  
 Kensington, 92  
 Keystone State, 121  
 King Sisters, 48  
 King Tut II, 126  
 Kipawa, 80  
 Kwasind, 93  
  
 L. B. Goldsmith, 37  
 L. Birkhead, 77  
 L. R. Beattie, 127  
 L. V. Stoddard, 106  
 La Salle, 114  
 Lafayette, 77  
 Lake Breeze, 54  
 Lake Calicoon, 110  
 Lake Calistoga, 110  
 Lake Calvinia, 111  
 Lake Catherine, 71, 110  
 Lake Cayuga, 111  
 Lake Charlottesville, 111  
 Lake Chelan, 111  
 Lake Festina, 112  
  
 Lake Festus, 112  
 Lake Fibre, 112  
 Lake Fielding, 112  
 Lake Fife, 112  
 Lake Figart, 112  
 Lake Fighting, 112  
 Lake Filbert, 112  
 Lake Fillion, 113  
 Lake Fillmore, 113  
 Lake Filson, 113  
 Lake Fincastle, 113  
 Lake Fine, 114  
 Lake Finkton, 114  
 Lake Finney, 114  
 Lake Firth, 114  
 Lake Frances, 111  
 Lake Sebago, 111  
 Lake Strabo, 113  
 Lake Sunapee, 108  
 Lake Superior, 108  
 Lake Survey, 120  
 Lakebridge, 109  
 Lakehead, 119  
 Lakeshore, 109  
 Lakeside, 69, 90  
 Laura Belle, 58  
 Laura D., 81  
 Leathem D. Smith, 84  
 Lee Hwa, 111  
 Leroy Brooks, 81  
 Lewis G. Harriman, 114  
 Light Ship No. 59, 84  
 Light Ship No. 60, 84  
 Light Ship No. 61, 84  
 Light Ship No. 62, 84  
 Light Ship No. 63, 84  
 Light Ship No. 64, 84  
 Lightship No. 055, 81  
 Lightship No. 056, 82  
 Lightship No. 057, 82  
 Limoges, 109  
 Lizze P. Betts, 46  
 Lizzie, 78  
 Lulu, 109  
 Lyman Casey, 52  
  
 M. A. Reeb, 92  
 M. I. Wilcox, 55  
 M. L. Collins, 36  
 M. R. Warner, 62  
 Mackinac Islander, 100, 122  
 Mackinaw (WAGB 83), 99, 117  
 Mae, 87  
 Maize, 42, 45  
 Major Oliver, 16  
 Manasquan (AG 36), 110  
 Manasquan (WAG 273), 110  
 Manzanita, 93  
 Maple Leaf, 58  
 Maria, 17  
 Marina, 91  
 Markwell, 46  
 Martinique, 114  
 Mary Jarecki, 59  
 Mary S., 120  
 Mary, 83, 136  
  
 Masonic, 136  
 Maumee Valley, 55  
 Max B., 123  
 Mayan, 112  
 Merchant, 13  
 Mesabi Miner, 103, 126  
 Messenger, 56  
 Meteor, 90  
 Miami Belle, 46  
 Miami, 13, 105  
 Mike, 121  
 Milt Gill, 47  
 Minnesota, 33, 42  
 Mishmemakwa, 114  
 Miss Duffy, 120  
 Miss Louisiana, 106  
 Mohegan, 135  
 Monroe, 133  
 Moonlite, 107  
 Mulinix Bros., 96  
 Muskegon, 85  
 Mystery, 47  
  
 Nabesna, 112  
 Neebing, 82  
 Nellie, 51  
 Neree, 87  
 Nestor, 108  
 Nettie, 51  
 Nicaraguan, 87  
 Nidarnes, 114  
 Nimrod, 62  
 Nino Claudio, 112  
 No. 003, 85  
 No. 004, 86  
 No. 009, 121  
 No. 10, 124  
 No. 11, 125  
 Nomad, 53  
 Nordafrica, 110  
 Norsworthy, 107  
 Norway, 97  
 Nottingham, 118  
  
 O. H. Perry, 14  
 O. S. McFarland, 92  
 O. T. Wilcox, 53  
 Oak, 37  
 Odyssey, 121  
 Ohio, 80  
 Oka, 110  
 Olcott, 90  
 Oliver H. Perry, 14  
 Olympic, 109  
 Oscar J. Lingeman, 110  
 Otori Maru, 113  
 Ottawa, 17  
 Otto, 108  
 Oxford, 32  
  
 P. B. Locke, 60  
 P. M. 88, 118  
 Pallister, 60  
 Palma, 114  
 Pam Schneider, 92  
 Pastime, 79  
 Paul R. Tregurtha, 127  
 Pearl, 31  
 Pere Marquette 16, 85  
  
 Pessades, 109  
 Peter Murray, 22  
 PF-107, 102, 125  
 Pilhamn, 109  
 Platapet, 107  
 Pluto, 77  
 Polcevera, 114  
 Port De Caen, 97  
 Port De St Malo, 90  
 Portia, 82  
 Porto Rico, 87  
 Poweraux Chris, 94  
 Pride of Lake Huron, 118  
 Princeton, 24, 40  
 Pugachev, 112  
 Pulaski, 114  
 Pulwico, 114  
 Pure Sherrill, 107  
 Pure Wofford, 106  
 Puritan, 90  
  
 R. E. Doville, 94  
 R. Hallaran, 65  
 R. J. Nugent, 106  
 R. W. Holst, 116  
 Racine, 89  
 Ranger II, 117  
 Red Cloud, 59  
 Redondo, 91  
 Reed Case, 56  
 Regulator, 133  
 Reiss Brothers, 115  
 Rene, 89  
 Researcher, 126  
 Robert Hollister, 31  
 Robert J. Paisley, 92  
 Robert Johnson, 111  
 Robert N. Joynt, 95  
 Robert R. Paisley, 92  
 Robert S. Pierson, 115  
 Roger M. Kyes, 102, 126  
 Roslyn, 90  
 Royal Arch, 50  
 Royan, 88  
 Rushville, 113  
 Ruth Hindman, 97  
  
 S. M. Fischer, 86  
 Saint Louis, 23, 39  
 Sainte Marie, 106  
 Salineiro, 114  
 Sam Flint, 56  
 Samoied, 112  
 Samson, 22  
 San Carlos, 106  
 San Gabriel, 107  
 Sand Pebble, 125  
 Santa Eulalia, 114  
 Santa Isabel, 114  
 Santa Monica, 111  
 Santa Veronica, 114  
 Sarah Jane, 46  
 Sarah Kelly, 53  
 Sarnia City, 83  
 Sciota, 106  
 Scorpion, 84  
 Scotland, 25  
 Scow No. 27, 116  
 Scow No. 28, 116

Sebastopol, 37  
 Selden E. Marvin, 76  
 Shamrock, 80  
 Shearwater, 82  
 Sheksna, 110  
 Shenango II, 101, 123  
 Shenango No. 1, 68, 85  
 Shenango No. 2, 85  
 Shinsei Maru No. 17, 112  
 Shoo Fly, 58  
 Shoreline 88, 118  
 Sierra, 94  
 Sir Richard, 122  
 Smith Thompson, 95  
 Sonora, 107  
 Southerner, 104, 135  
 Spear, 93  
 Spinney, 78  
 Sprucedale, 96  
 Spruceglen, 115  
 St. Mary, 32  
 St. Mary's, 32  
 St. Peter, 62  
 Standtow No.1, 107  
 Standtow No. 2, 107

Starlite, 107  
 Ste. Claire, 98  
 Stoic, 105  
 Storis (WAG 38), 117  
 Straits, 120  
 Stranger, 47  
 Sunlite, 107  
 Superior, 25  
 Swan, 38  
 Swift, 47  
 Syracuse, 86

Taganak (AG 45), 109  
 Tampico, 88  
 Theodore Roosevelt, 95  
 Thira, 87  
 Thomas Adams, 91, 129  
 Thomas W. Lamont, 72, 116  
 Thousand Islander, 70, 106  
 Tippecanoe, 17  
 Togo Maru, 114  
 Toledo, 21, 91  
 Tours, 109  
 Transito, 107

Triangle I, 125  
 Troy, 27, 40  
 Tularan (AG 46), 108  
 Twilite, 71, 107

Union Liberty, 113  
 Usona, 90  
 USS Puritan SP-2222, 90

Valerio, 112  
 Valley City, 83  
 Velocipede, 58  
 Veraguas, 108  
 Victor, 86

W. B. Noble, 136  
 W. L. Connelly, 106  
 Wabash, 20, 63, 72, 115  
 Waccamaw, 88  
 Walter D., 82  
 Walter Fischer, 110  
 Walter Hardcastle, 106  
 Walter Joy, 15  
 Wapoghkonnetta, 13  
 Watson, 90

Wauketa, 96  
 Wave, 56  
 Weldcraft II, 117  
 Weldcraft IV, 99, 119  
 Whale, 82  
 Wichita Falls, 113  
 William E. Rooney, 63  
 William H. Harrison, 21, 39  
 William J. Delancey, 104, 127  
 William K. Field, 115  
 William Mathews, 47  
 William St. John, 77  
 Wiltranco 1, 108  
 Windsor, 117  
 Winner, 77  
 Wolverine, 100, 119  
 Worrell Clarkson, 115

Yankee, 36  
 Young Reindeer, 58

Zelee, 90



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## About the Authors



*Our summer research group at Brew Kettle, Amherst, Ohio. Left to Right, Barbara Weisman, Jim Jones, Paula Shorf, Matthew Weisman, Al Doane, Renee Dore, Bernie Doane. We get together every year to enjoy researching the local history of our area.*

### *“Don’t Give Up the Ship”*

**Matthew J. Weisman** has been doing research and collecting Lorain County Ohio History for more than 40 years. Over the years, he has created and presented many local presentations around the early history of the area. He has specialized in early ship building on the Black River, Lorain, Ohio and other historical Great Lakes topics of local interest. Matthew is a long time member of the Lorain Historical Society, Association of Great Lakes Historians and many other local and national organizations. Matthew and his wife, Barbara, have done extensive genealogical research on their families and belong to many genealogical societies

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#### **Other books by the Authors:**

*Lorain – The Real Photo Post Cards of Willis Leiter* (2014)

*The Great Lakes Vessels of Augustus Jones and His Ship Building Sons* (2015)

*Boats Built on the Black River, Lorain, Ohio, 1818 to 1981* (2015)

*Hart’s Early Families* (2016)

*Boats Built at Vermilion, Milan, Huron, Sandusky and Port Clinton* (2016)

*Boat Built at Cleveland, Ohio* (2016)

*Dedication of the Ohio Historical Marker for General Quincy Adams Gillmore* (2016)

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