LATER HISTORY OF THE

ANN ARBOR CARFERRIES No. 6 and 4

By

Arthur C. and Lucy F. Frederickson

Frankfort, Michigan

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Capt. Axel Edwin Frederickson

To "Liverpool Al" whose salty yarns lightened many a lonely watch.

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The facts in this later history of the A. A. Carferries were copied from the very brief notations in their many log books. The stories built around these facts were furnished by the known seafaring men who were present at these times. As many of these men have long since passed on, parts of this history came from twice-told tales and at times may vary slightly from the truth.

In 1916 there was an excess of freight on all railroads due to the first World War. To overcome this the Ann Arbor Railroad leased the carferry Maitland No. I, which operated out of Frankfort for about four months that year. (She is still in commission, under the same name, and is owned by the Roen Steamship Company of Sturgeon Bay, Wis. which uses her as a wrecking barge and pulp wood carrier.)

ANN ARBOR CARFERRY NO. 6

The railroad also purchased her sister ship which was then being built at Detroit and renamed her the Steamer Ann Arbor Number 6. She is 350 feet long, with a 56 foot beam, makes 14 miles per hour, and besides passengers carries an average load of 26 freight cars.

The winter of 1916-17 was considered by marine men to be the worst winter for ice since 1904. Due to this condition it was thought the ship would not be able to get out of the St. Clair River until spring unless the company was willing to spend extra money to get her through earlier.

As the railroad was so badly in need of another boat they decided to get her to Frankfort and into operation regardless of cost.

The No. 6 left the dock of the Great Lakes Engineering Works in Detroit at 3:05 p.m. on January 15, 1917. The known members of her crew and extra persons aboard the ship on her maiden voyage from the Ecorse ship yards at Detroit to her home port at Frankfort, Michigan, were the following:

Captain A. L. Larson — now retired.

Captain C. M. Haight — representing the Great Lakes Engineering Works.

Ole Gunderson — First Mate.

Albert Straubel—Second Mate; now Flag Captain aboard the Steamer Wabash.

Magnor Roen — wheelsman; now Master of Ann Arbor No. 5.

Tom Oliverson — wheelsman; now working in Flint, Michigan.

John Telgard — lookout; now First Mate of Ann Arbor No. 7.

Ole (Mick) Olsen — lookout; now retired.

Paul Olsen — watchman (brother of Ole).

Ole Roen — watchman; (brother of Magnor) deceased.

Tom Larson — deckhand; (brother of Captain) deceased.

Stanley Hawkins — Chief Engineer; deceased.

William Campbell — who was then chief engineer of the Ann Arbor No. 5, was sent aboard the No. 6 at Detroit to check the installation of her machinery as supervising engineer. He is now retired.

Sam Arnerson — first assistant engineer; now retired.

William R. Olsen — second engineer; retired.

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Harry (Pete) Jeffs — oiler; now chief engineer aboard the Ann Arbor No. 6.

William Parkkinen — oiler; now relief engineer.

Charles Linsemeyer — oiler; now United States Coast Guard at the Two Rivers Point Light.

Lyman (Pode) White — water tender; now second engineer aboard the Ann Arbor No. 5.

Al McConnell — water tender; deceased.

Earl Davey, Hugh Stiles, Cy Lemke and Paddy the Pig, coal-passers.

H. E. Dee, purser.

Mrs. Lucy (Ma) Wilson — steward; deceased.

Kate Fowler — table waiter.

Mason (Putt) Frary — second cook; (cousin of Brick Frary) deceased.

There were also aboard: G. B. Turnbull, Chief Engineer of the Great Lakes Engineering Works, J. B. Barren, a guarantee engineer, and Frank Morrison, the compass adjuster.

Shortly after leaving the dock she encountered heavy ice and became stuck fast at 6:30 p.m. The Tug Michigan was then called to her assistance and arrived at 9:10 a.m. the next day. Without too much trouble the Tug was able to release her and start her on the way once more. The tug being discharged at 11:00 a.m.

Being in need of some minor repairs the No. 6 tied up at the Grand Trunk Elevator at Detroit for about two hours before proceeding across Lake St. Clair.

The ice on the lake was extra thick in places and the ship found the going tough, averaging a speed of about six miles an hour.

After crossing the lake she made good time all the way up around the dreaded southeast bend, blowing a salute as she passed old Joe Beddore, and stopped in the ice for the night just above Russell Isle at 8:10 p.m.

The next morning, January 17, she was underway again at 7:45 a.m. From there on her progress was slow as she ran into ice that was from 12 to 15 inches thick and heavily windrowed in places. Arriving at Port Huron she tied up for a short time to make repairs and adjust machinery. She left there at 4:35 p.m. for the long 240 mile run up Lake Huron to the Straits of Mackinaw. (She made the 70 mile trip from Detroit to Port Huron, stemming the current through blinding snow, heavy ice, and sub-zero weather, in about 13 hours actual running time and used around 100 tons of fuel.)

After leaving the blue-watered St. Clair River, steering N¾E with Point Edward ranges over the stern, they passed Lexington and Sanilac making wonderful time on that fifty-six mile stretch to Harbor Beach. While passing there at 11:00 p.m. they encountered a strong west wind which gradually shifted to the northwest with gale force and snow.

Being light, without cargo for ballast, they took a real beating that night while crossing Thunder Bay. At 10:30 a.m. the next morning the

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most welcome shadow of Thunder Bay Island appeared ahead through the flying spray and falling snow. Seeing this they made a run for the shelter of the Island's north point. Arriving there at 12:35 p.m. they hove to, let go both anchors and thus rode out the storm.

Late that evening the wind became puffy and after midnight started to die out. So at 4:35 a.m. they hove up and once again headed for Mackinaw. Pounding along they passed Thunder Bay, Middle, and Presque Isle, Spectacle and Poe reefs, and Cheboygan and Round Island lights. Making regular time they arrived at old Mackinaw at 1:30 p.m. Here the ship was slowed up by heavy ice about eighteen inches thick. The ice had piled up in places to a height of from twelve to fourteen feet. Meandering through these heavy floes she kept working westward, passing the red light on St. Helena's Island at 2:45 p.m.

At 3:15 p.m. she fetched up standing in a field of heavy ice and refused to back up. After several attempts to shake her free it was decided to cease operations and the fires were banked for the night.

The next morning at 7 a.m. (January 20) all hands forward broke out their heavy weather gear and armed with ice spuds, bars, and axes went over the side in an effort to spud her loose. While the engineers tried to loosen her by working the engines from full ahead to full astern, they also tipped her fore and aft by pumping water in and out of her forward and after holds. (This fore and aft tipping was also often done with short cargoes by running the cars up and down the car deck, and usually it proved to be very effective.)

She came loose at 3:30 p.m. and after turning around they headed back to Mackinaw City for assistance. (While turning here they broke some blades off the starboard wheel.) She arrived there at 5:15 p.m. and laid in the ice just off the city dock awaiting assistance from one of the carferries plying between upper and lower Michigan, from St. Ignace to Mackinaw City.

She laid at the dock all the next day (January 21) during a northeast gale with snow. While there the crew dumped four hundred and fifty tons of fuel coal into her bunkers from the extra coal cars on her car deck.

At 6:45 a.m. on the twenty-second they left Mackinaw City to check over the ice conditions in the Straits. Finding them the same as before, they turned around at 8:00 a.m. and proceeded back to Mackinaw City.

Upon their return while working in the heavy ice off the city dock they stripped all four blades off the starboard wheel and broke the ends off all the blades on the port wheel. This left her almost helpless in the heavy ice which seemed to extend about twenty feet below the water line.

About noon of that day the Steamer Wawatan approached the scene to assist Boat 6 into St. Ignace, where they expected to tip up and replace the propellor blades. The Wawatan became stuck at 1:30 p.m. about two-hundred feet away from the No. 6. They then ran a line over to Boat 6, with which they were able to help loosen her by heaving on it at intervals

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with the windlass.

The Wawatan released herself at 4:30 p.m. and after breaking a wide channel for about a hundred feet she got stuck again and remained there for the night.

At 12:30 p.m. the next day the Wawatam broke herself loose and then, after breaking out the No. 6 at 2:00 p.m., she went ahead and made a channel for the disabled ship to follow. With just a few stubs left on her broken propellors the condition of the 6 was such that she could not get headway enough with which to steer and follow the channel, so she backed up to the city dock to await more assistance.

The steamer Ste. Marie arrived at 10:00 a.m. on January 24 and taking Boat 6 in tow started across the Straits of Mackinaw to St. Ignace. (The wind was N., light and clear.) Arriving there about noon they were tied up at the old lumber dock by 1:30 p.m. and preparations were made for tipping up the 6 to replace the broken propeller blades.

With the unfavorable ice conditions facing them it was a question of whether or not to leave the 6 at the dock until spring or try to proceed down the lake to Frankfort. So at 2:20 p.m. the Ste. Marie left for the Straits to check over the ice conditions, with Mr. Towsley and Mr. Osmer aboard representing the Ann Arbor Railroad.

Returning at 5:00 p.m. they agreed to try once more to reach the home port.

Late that afternoon the Steamer Ste. Marie ran her bow up to the stern of Boat 6 and after lining up their rails she unloaded the six empty fuel cars from the 6 and, returning to the slip, she exchanged them for six loaded ones which she placed aboard the 6 early the next morning. (These Mackinaw carferries are able to load or unload from the bow).

The crew then hove these cars up the tracks to her forward end. The weight of these cars tipped her bow down and stern up, exposing the hubs of her wheels enough to allow the engineers, working on planks off the ice, to replace the broken blades with new ones. Water ballast was also pumped into her forward holds to assist the tipping. While she was thus tipped, the crew replaced four blades on the starboard side and two on the port. This job was completed at 8:00 a.m. on January 27. She then laid there to await assistance through the Straits.

With the Steamer Ste. Marie leading the way they started out at 6:00 a.m. on January 30. Passing old Mackinaw point at 7:30 a.m. they steered W½N heading for White Shoal light, just twenty miles away.

At 8:00 o'clock that morning St. Helena Isle again bore abreast. Just after passing the island they encountered heavy ice, about eighteen inches thick, that was windrowed in places to over thirty feet in height. Through this they averaged three miles an hour for the balance of the afternoon and just before supper, while backing up, the starboard propellor was again damaged so they stopped for the night. They were then about two miles from White Shoal light.

On January 31 they started up again at 6:30 a.m. and after running through heavy ice for about a mile and a half they could see, with the aid of the ship's glasses, that the ice ahead was much thinner and with-

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out windrows. Seeing this, they decided to take aboard all the extra provisions that the Ste. Marie might have and finish the trip alone.

After blowing a salute to the Ste. Marie, Boat 6 headed clear of White Shoal through thin ice for the southward turn at Grays Reef about six miles ahead. Ile Aux Galets bore abeam at 10:30 a.m., from here they steered SW by S down the 65 mile stretch toward North Manitou Island. Finding little ice they hove abreast of Beaver Island at 1:15 p.m. (often called the "Garden of Eden) and passed the Fox Island light at 3:20 p.m. Shortly after this they ran into some heavier ice and as the weather looked bad they decided to lay there until morning.

At 5:00 a. m. on February 1 they got underway again and headed southward for home. Passing the North Manitou Island Shoal light at 6:30 a. m. she pounded past Point Betsie at 9:00 sharp and blew into Frankfort harbor at 9:30 a.m. for the first time. The entire town turned out to welcome her.

As the 6 seemed to be built more full aft than the other ships in the fleet it was necessary to make some alterations at the slip before she could dock there. So they tied her up alongside the dock until she was able to enter the slip the next afternoon. Here the switch engine crew exchanged the empty fuel cars for loaded ones. After this Boat 6 left the slip and again tied up at the dock, where the crew once more made preparations for tipping her up to exchange the broken propeller blades. This was completed at 5:00 p.m. on February 5.

She left Frankfort on her first trip with cargo at 8:35 a.m. on February 6, 1917. The wind was southwest, fresh and cloudy, and they steered W by S½S for Kewaunee, Wisconsin.

She arrived at Kewaunee at 1:25 p.m., but as she did not fit into the slip very well she was delayed in tieing up. Her rails aft did not line up well with the rails on the apron and a car jumped the track while unloading. As very little damage was done it was soon placed back on the rails. But when the first of the four strings of cars came aboard to load her it left the rails on the stern in the starboard center and before it could be stopped did considerable damage to the boat. After leaving the track these cars ran over the rudder post and into the after stanchion, fetching up there and breaking a hatch and damaging the emergency steering gear. This damage was later repaired at the shipyards at the expense of the insurance company.

(The months of January and February of this year, 1917, were one of the few times that Lake Michigan has ever been known to be frozen all the way across. This caused the boats to travel in pairs so as to be close by to assist each other through the bad spots enroute.)

Trip Number Two, February 10, 1917

Boat 6 left Frankfort at 12:10 p.m. The wind was northwest, fresh, with snow flurries. They ran through light ice all the way over, arriving at Kewaunee, Wisconsin, at 7:00 p.m. After exchanging cargoes they left there at 9:00 p.m. heading for home. They made good time on their return trip until 1:00 a.m. the next day when they struck some heavy ice at full speed and became stuck fast in a windrow about thirty-five feet deep.

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As the ice was shoving hard it piled up all around her and she refused to move. Boat 5 arrived at 3:00 a.m. to assist her and she also became stuck fast. At 1:00 p.m. that afternoon the No. 3 hove into sight from the westward and as the wind had shifted, which released the pressure on the ice, she was able to break the No. 5 loose at 3:00 p.m., and she in turn broke out the No. 6.

Then with the "Bull of the Woods," as Boat 5 is often called, in the lead, they again headed for home single file, traveling through ice about a foot thick. About two miles outside of the harbor they hit some windrowed ice that was shoving. Seeing this, Boat 5 took a run at the harbor entrance with everything in her wide open. When about a mile outside she came to a dead stop and refused to back up. The No. 6 was right on her tail, and she also fetched up standing and stuck. Boat 3, struggling along in their channel, gradually came to a dead stop and ceased all operations.

The wind was west south west, strong and clear and being from this direction it kept shoving the ice in behind these imprisoned, icebound ships, piling it up in places about thirty to forty feet high. (A picture of this icebound fleet may be seen in the book "Early History of the Ann Arbor Carferries.")

This made good sailing for the crews as most of them could walk ashore every day when off watch. They were icebound here until February 19 when the wind shifted and coming off land it released the pressure. This enabled Boat 4, which was then homeward bound from Manistique, to assist in breaking them out. They then proceeded to Frankfort without further incidence.

After Boat 5 had been handled inside, the No. 6 proceeded into the slip at 11:00 a.m., February 20, after having been gone over a week on that trip.

The first winter of her life, because of the heavy ice and bad weather, was really a tough one and Boat 6 used up thirty-three propellor blades (buckets) before spring. To overcome this the company had heavier ones made and from then on she had no more trouble than the other boats. On April 2, 1917, all eight buckets were replaced by the crew, while tipped up in Frankfort, in 25 hours and 25 minutes. This is believed to be a record.

On May 12, 1917, after being over an hour out of Manitowoc, Wisconsin, the Purser discovered that he had forgotten the way bills for the cargo so they had to put about and pick them up. (This has caused much delay at various times. Not many years ago one of our boats left the bills at Manistique, but instead of turning around for them they wirelessed in to the Frankfort office which advised them to proceed on home. Frankfort then telephoned Manistique to send the bills on to Mackinaw by auto; from there they were forwarded across the Straits by ferry, where they were picked up by Captain H. B. Meno—who was then our Superintendent of Marine—and brought to Frankfort, arriving there ahead of the boat.)

On October sixth Boat 6 was delayed along with the rest of the fleet at Frankfort for fifteen hours while the crews went on strike for more money.

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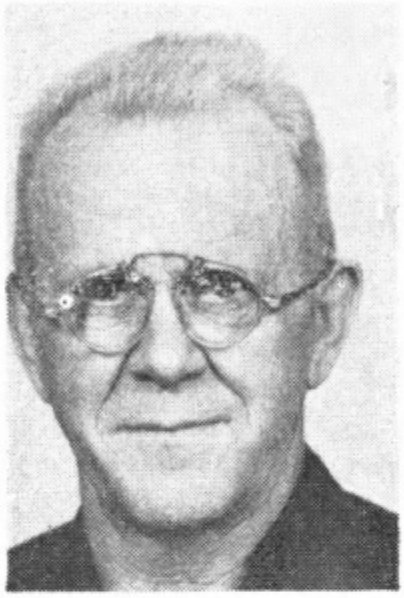
These men represent the heads of the 4 departments aboard Boat 6 in 1951

Capt. W. G. Beaucock



Steward J. Stonehouse

Chief Eng., H. Jeffs

Purser D. Stubbs

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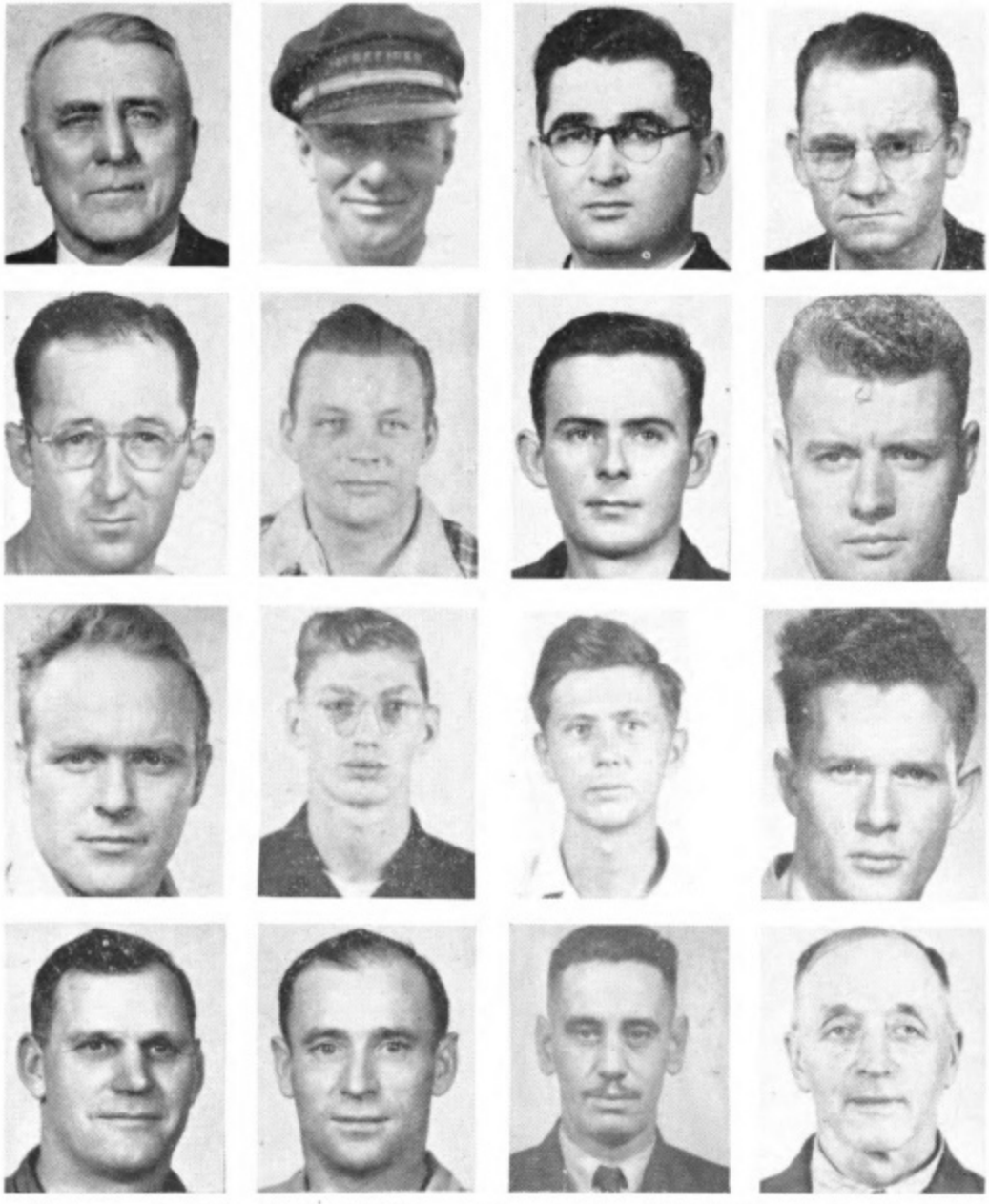

Top row (left to right) H. Olson, 1st mate Boat 5; C. Jacobsen, 1st mate Boat 7; Engineers, A. J. Ciche, F. Baatz.
Watchman: R. Mieler, H. Larson; Sailors: L. Klass, R. Boyce.
Sailors: G. A. Little, C. Hagen, M. Noffsinger, M. Butler.
Coal passers: C. Whitman, Olan Eckles, H. Spoor, James Long.

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Part of crew of Boat 6. Top row (left to right) Mates: D. G. Little, C. Lafreniere; Watchman: A. Hansen, R. Sanford; Fireman: W. Long; Coal passers: R. Ames, H. Shorter; Porter: B. Sproul; Sailors, R. Smith, C. Frederickson, E. Loranger, E. E. Clark.
Part of after crew of Boat 6 in 1913: L. White, E. Davey, Al McConnell, Roy Peterson, Walter Huck, J. Olinger, W. Benson, T. Elliott, J. Meyers, S. Arnersen.

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Part of the crew of Boat 6 in 1951. Top row (left to right) Mates: V. Williamson, E. Gabrielsen, A. Iverson, Purser W. Bockoven; 2nd row: Engineers, G. Bacon, C. Gabrielsen, M. Huck, G. Johnson; 3rd row: Cooks, R. Wilkins, F. Christensen; Hostess, Mae Hammond; Porter, R. Jackson; 4th row: Wheelsmen, H. Micham, W. Bacon; Watchmen, V. Oakley and Roy Lillie (mentioned in story of Boat 6)

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On November 10th the No. 6 left Manistique at 4:00 a m. The wind was light from the westward with a low hanging haze on the horizon. They were steering south on her regular gait until 7:20 a.m. when the wind with gale force and heavy snow tore out of the northwest. Boat 6 then made a wide open run for the lee of South Manitou Island, arriving there at 2:00 p.m. Sheltered from the wind and sea, they ran her bow up on the sandy beach and weathered out the gale. The wind died out early the next morning and they backed her off and proceeded on their way.

(Note: The sheltered shores of Lake Michigan's Manitou Islands have served as a harbor of refuge for over a hundred years. The lighthouse on the South Island was built in 1839, being one of the oldest on Lake Michigan.)

Boat 6 was delayed for 56 hours in Frankfort during a south gale with snow from December 25 to 27.

She made six hundred and eight trips during the year of 1917.

On January 3, 1918, Boat 6 left Manitowoc at 10:15 p.m., course E by N½N with the wind south, fresh and snowing. Without much headway left on her after creeping through miles of heavy slush ice, she reached open water and unexpectedly slid into the trough of a big dead swell from the southeast. This, before she could gather enough way to enable her to come up into the sea, rolled her over so deeply that she tipped over three large flat cars of square timbers on the car deck. As no one was injured they left them as they were and headed for home arriving there at 5:00 a.m. on January 4. The section crew then came aboard and spent nineteen hours reloading the timbers before the rest of the cargo could be handled.

(Years ago the shippers did not seem to understand that their freight might encounter some heavy weather while crossing the Lake and the cars were not loaded properly as they are today. Consequently, in the old days cars were dumped at sea, and often steel rails and other heavy material not made fast would come out through the side of the cars during a heavy roll. Today this seldom happens as the boats are equipped with all the latest aids to navigation and are able to hold up during bad weather and roll very little. Also cars that are considered rough loads are made fast before leaving port.)

On January 30, beginning trip number 29, Boat 6, escorting Boat 4, left Frankfort at 9:00 p.m. bound for Manitowoc. Steering W by S½S with the wind northeast, fresh and snowing, they found the ice fairly light for about an hour. As they worked to the westward the ice became heavier and it started shoving shortly after midnight. At ten the next morning they took a run at a heavy windrow about two miles south of Two Rivers Point and became stuck fast. The No. 4 was also stopped about a mile to the southward, so the crew of the No. 6 walked over to Boat 4 and assisted them in spudding her loose.

The two crews working together released her at 5:30 p.m. on the thirty-first. The No. 4 then worked her way up to Boat 6 and broke her out at 7:00 p.m. The No. 6 then made a run for the harbor arriving there three hours later. Four hours after that, the cargoes having been

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handled, they were on their way back to Frankfort. On the way they sighted Boat 5 and waited for her to pass so they could follow in her wake and make better time as she was by far the best ice-breaker in the fleet. (She still is.)

Nearing the harbor they sighted heavy ice piled up outside and after being stuck many times they finally made the slip at 10:00 p.m. on February 3.

After she was loaded and ready to go they laid there until the morning of February 7 while the other boats battled the heavy ice in the harbor entrance. On her way out she became stuck fast between the piers. Boat 5 came back in and broke the ice all around her, but she still would not move. Later the No. 4 arrived and backing up to her stern lightened her up by taking off part of her cargo, but even then she refused to budge. So they filled her up with water and let her set on the bottom overnight.

After pumping her out the next morning and with the No. 4 pulling on her tow line, she finally came loose at 9:00 a.m. on February 11.

A few hours after midnight the wind shifted to the southeast and, as this was an offshore wind, it loosened the ice along the beach. As soon as it grew light all the boats went outside the harbor to check the ice conditions. As they still were bad they filled their drinking water tanks and went back inside for the night.

At nine the next morning the No. 5 left with R. H. Reynolds, who was then Marine Superintendent, aboard. Boat 4 followed in her wake. After checking conditions at two hours out, Mr. Reynolds wired in for the other boats to proceed. So Boat 6 escorting the No. 3 left for Manitowoc at 11:30 a.m. on February 13. Strange as it may seem the boats were bothered but very little with ice during the rest of the winter.

On October 24, 1918, the No. 6 was at the Soo Line slip in Manitowoc and was loaded and ready to leave at 1:00 p.m. for the North West slip lower down the river where they expected to fill out their cargo. Just as they were about ready to let go Captain William La Fleur came aboard to make a friendly call on the master of Boat 6. (Captain Bill La Fleur was at this time sailing a Pere Marquette carferry and was considered one of the best navigators of his time, having sailed the seven seas. He was often called "The Bear" as he had a very gruff voice and during the winter months always wore a bearskin coat.)

On this particular day he had a slight port list caused from perhaps too many snorts out of the "kag." After reaching the main deck he proceeded to the flying bridge with a jug of corn squeezings in each side pocket of his bearskin coat. Arriving topside he handed the Master of Boat 6 a jug and she got underway. Captain La Fleur in a joking manner was going to show them how to take the No. 6 down the river properly, and before anyone could stop him he backed her up full speed astern into the apron, doing considerable damage. They tied up there long enough to help Captain Bill ashore, minus the jugs, and then proceeded down river.

A switchman was killed in the yard at Manitowoc while the No. 6 was being loaded at the North West slip on September 1, 1919. This

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caused a delay of four hours in her sailing time.

While Boat 6 was steering east from Manitowoc on October 2, 1919, with the wind blowing a gale from the south southeast and a dense fog, a steamer broke out of a fog bank close aboard on the starboard bow. In order to clear him they hauled to the northward on a hard left wheel. This brought her into the trough of the sea, rolling her rail almost under. Before they could get clear of the other ship enough to haul her back up to where she did not roll they dumped two cars of timbers over on the car deck which caused ten hours delay while unloading in Frankfort.

On December 6, 1919, Boat 6 arrived Manitowoc breakwater at 5:45 p.m. bound up river for the Soo Line slip. Checking down she blew the usual three blasts of her whistle for the opening of the Eighth Street bridge. While the bridge was standing open awaiting her passage a Ford touring car came tearing down Eighth Street, southbound, occupied by two men. Seeing this danger Captain A. L. Larson, in an effort to attract their attention, blew several short blasts of the whistle and backed Boat 6 to a dead stop before she entered the draw of the bridge.

The driver of the car, a Mr. Jerome Dick, of the Dick Brothers Bakery, realizing his danger far too late, applied the brakes as they approached the abuttment. This slewed the car around sideways and his passenger was thrown out into the street unharmed. The car then rolled over and plunged into the river below. Mr. Dick left the car on its way down and the crew of the No. 6 threw him several ring bouys as he hit the water. As he was unable to swim he soon sank and his body was not found until four hours later. (Mr. Fred La Jennessee, the passenger, was a salesman out of Milwaukee in a hurry to catch a train.) The No. 6 was delayed for over an hour while the police fished the car out of the river.

The weather was so bad that year on December 31 that all the boats tied up in Frankfort. This made it nice for the crews as it gave them a chance to celebrate New Year's Eve ashore.

The season of 1920 was a good sailing year and other than the fact that she made 750 trips nothing else of interest took place.

On January 19, 1921, the No. 6 left Frankfort at 8:00 a.m. bound for Manitowoc. Shortly after she left the breakwater a gale sprang up from the southeast followed with heavy snow, so she dug to the southward along the beach and sought shelter in Ludington. She stayed there until the wind died out at 7 p.m. the next day. (Note: There was no delay for ice during 1920 and 1921 whereas in 1917, '18, and '19 there was lots of ice in the lake.)

Most of the oldtimers say that they all felt better and had less sickness in the days when they were allowed to fill their drinking water tanks from the lake. This practice was stopped in 1922 when they were required to add lime, etc. to the water and eventually to fill the tanks at the dock from city water.

Boat 6 hove to and dropped Captain Anderson off on the dock at South Manitou Island, while homeward bound from Manistique on March 23, 1922. Leaving there she broke out the U. S. Mail boat which was stuck fast at this time. On Friday, May 12, of that year she stopped and

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picked up two passengers that flagged her down from a rowboat just off the Goodrich dock in Sturgeon Bay, Wisconsin.

She made a total of 830 trips in 1922.

On Wednesday, November 21, 1923, Boat 6 arrived at Frankfort at 4:50 p.m. and as Boat 5 was already in the slip she, as usual, tied up alongside the dock to await her turn to unload. Boat 5 left about 6 p.m. and the No. 6 let go of her lines and started into the slip. During this maneuvering Arthur Stoops, lookout on Boat 6, was drowned. While stepping from the apron onto the knuckle to cast off the headline of the No. 6 he lost his footing and fell into the river. (The knuckle is a clump of spiling used for dock protection and for ships to tie up to.) Striking the water, he disappeared in the strong current made by the wheels of the No. 5 as she worked ahead leaving the slip. The Coast Guard and the crew of the No. 6 dragged for hours without recovering his body. The body was found early the next spring by the crew of the fish tug Myrtle. She was owned by W. B. Chapin.

On trip No. 66 February 5, 1924, the No. 6 was windbound in Frankfort for 51 hours during a northeast gale with snow.

On trip 177 that year the crew had their weekly fire drill by breaking out the hoses and other equipment and extinguishing a fire that had started on the wooden overhead in the galley.

April 14, 1924, the No. 6 was delayed over two hours in making a landing at Manistique, Michigan, while the crew dragged for the body of Edward Nelson, a sailor who had fallen off the dock while going ashore with the others to assist in tying her up in the slip. Falling into the current of her wheels he never came up and was found later in the spot where he had disappeared. He was nineteen years old and had come to this country from Norway about six months before. As he was a relative of Captain A. L. Larson he was brought back to Frankfort for burial.

Sinking of Steamer Lakeland December 3, 1924

Boat 6 left Frankfort bound for Sturgeon Bay canal on December 3 at 6 a.m., trip number 783, with the wind west northwest, strong and clear, with a dead south swell. About nine miles off the Wisconsin shore she sighted a steamer flying distress signals. Coming closer they found her to be the Steamer Lakeland, owned and operated by the Thompson Transit Company.

Boat 6 stood by and picked up her crew of 27 persons as they came alongside in four life boats. Later these life boats were taken over by the Coast Guard and towed to Sturgeon Bay Canal where they laid on the beach for many months.

The Lakeland, commanded by Captain McNeely, was engaged in carrying automobiles between Detroit, Cleveland, Milwaukee, and Chicago. Headed for Chicago, with a load of Rickenbacker automobiles from Detroit, she had laid windbound at the canal the night before and put to sea the next day, December 3. After being out about one hour she was found to be in a leaking condition and the captain hauled her about and headed back for the canal, but she made water so rapidly that soon the fires were out and she started to settle by the stern. By the time Boat 6 arrived she

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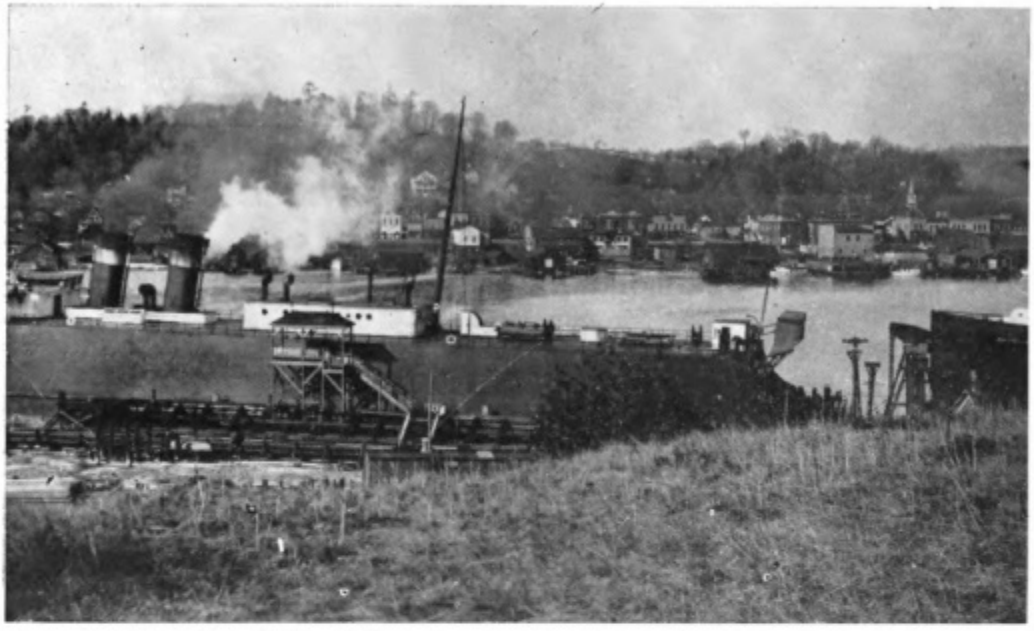
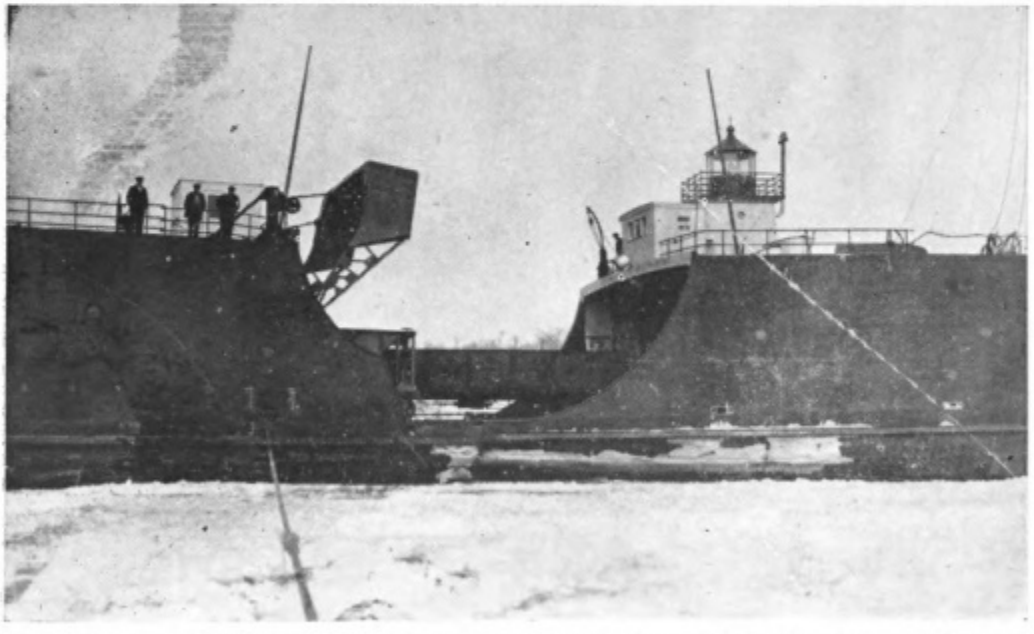


Boat 6 in the slip at Frankfort showing the bow of Boat 3 at the right, taken about 1920. This picture shows many landmarks, long since removed, including the Muehlmann home, old Northern Michigan dock, theatre, etc.



Picture showing Boats 4 and 6 stern to while Boat 4 is lightering up Boat 6 by removing part of her cargo, after she became stuck fast in the piers at Frankfort in the winter of 1918.

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Boat 7 in for repairs at the shipyards in Sturgeon Bay, Wisconsin.

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Boat 7 on the beach, south of Sturgeon Bay canal in the spring of 1948 showing in the foreground Capt. John Roen on the deck of one of his tugs.

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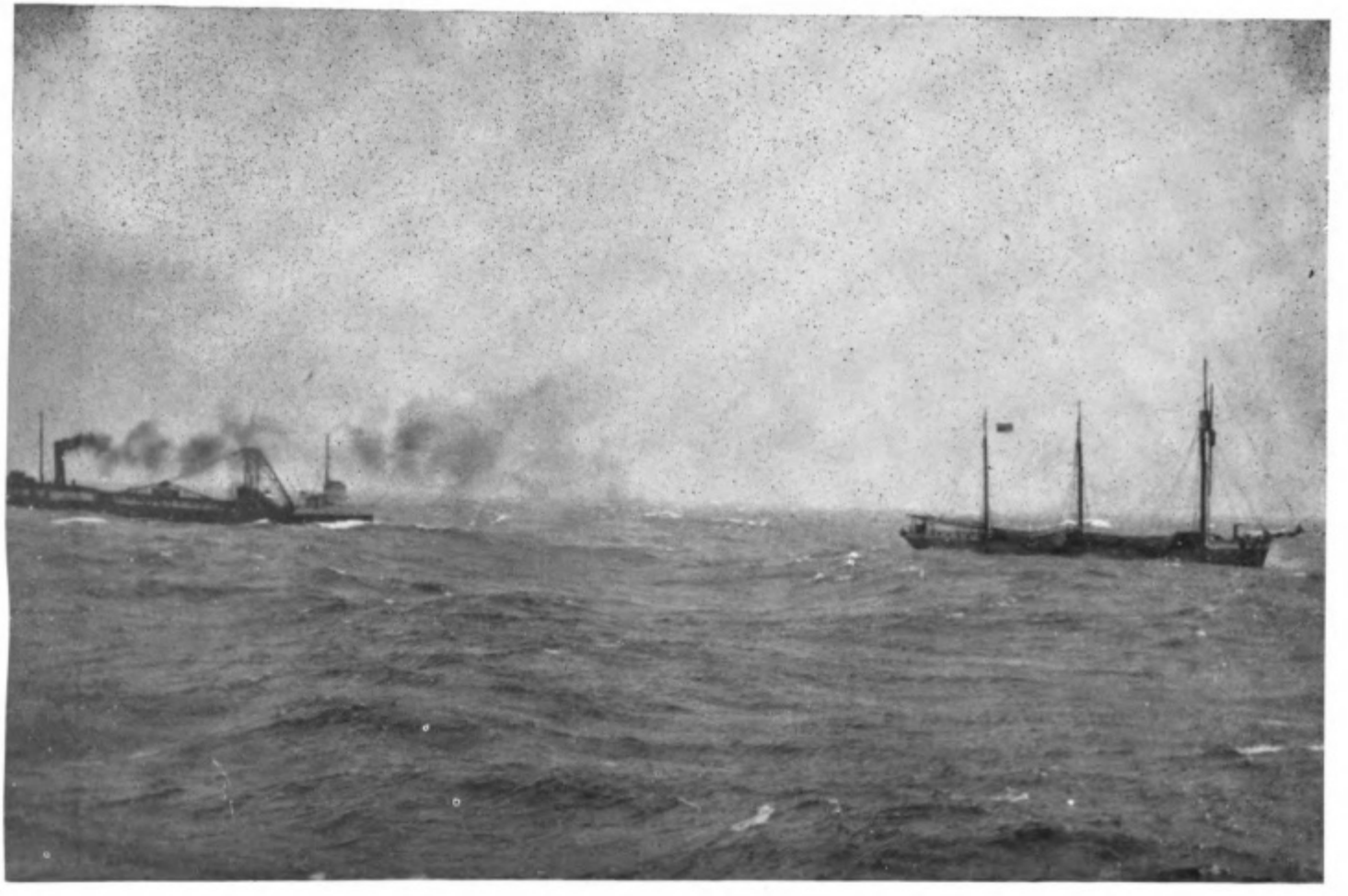

Str. W. Nelson, now B. E. Tate going to the rescue of the last of the Great Lakes sailing ships, the "Our Son", 30 miles off Manitowoc, on September 26, 1930. Photo taken by Mate J. H. Ferris from the deck of the carferry P. M. 22 which stood by at the time.

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was in a sinking condition and had been abandoned by her crew.

She sank stern first in 36 fathoms of water (6 feet equal one fathom), and the force of the imprisoned air in her hull in an effort to escape blew her hatches and cabin skylights high in the air just before she submerged at 11:25 a.m.

The No. 6 was delayed for six hours here.

The insurance company before making the payment of $116,800 to the owners, started an investigatin of the disaster. During August in 1925 they brought up a diving barge and five divers from New York. These deep sea divers went down to the Lakeland and looked her over.

The case was tried in Cleveland by the Federal Court in October, 1925, but the jury could reach no agreement. Another trial was held in February, 1926, and was settled in favor of the owners.

The Lakeland was built in Cleveland in 1887. She was 280 feet long with a 40 foot beam.

At this time Captain A. L. Larson (retired) was Master of Boat 6. Axel Frederickson ("Liverpool Al"—retired in New Mexico) was Mate, W. G. Beaucock, 2nd Mate, now Master Boat 6, and John Telgard, 3rd Mate and Stanley Hawkins was her chief engineer, Sam Arnerson, 1st Assistant, Hugo Huck, 2nd Assistant. Elliott Jacobsen was then purser and he took several pictures of the sinking ship which he later sold to the insurance company.

Captain Larson, A. E. Frederickson, E. Jacobsen, W. G. Beaucock, Stanley Hawkins attended both of the trials. Jacobsen has often said that never has he seen a deep water man so mad as Liverpool Al was with his bristling mustache standing on beam ends when they wouldn't let him chaw his Peerless while on the witness stand at this trial.

* * * * *

March 29, 1926, while homeward bound from Manistique, the No. 6 made an emergency stop at South Manitou Island to pick up a sick woman and her baby. On arrival in Frankfort they were taken ashore and placed under a doctor's care.

In the cargo loaded aboard Boat 6 at Manistique on trip 214, April 6 of the same year, were two box cars filled with badly needed supplies for the icebound people on North Manitou Island. The 6 left Manistique at 1:35 a.m. with the wind west and clear, steering south, then at 4:30 a.m. they hauled southeast for the islands. When about two miles off the North Manitou Island harbor they turned around and backed up to about a half mile from the dock where they ran into the heavy, solid ice. Here they proceeded to unload the contents of the cars onto the ice where about twenty men from the Island eagerly awaited the cargo which consisted of bailed hay, one barrel of kerosene, five barrels of salt, 16 bags of flour, two cartons of tobacco, three crates of eggs, three boxes of butter, four bags of sugar, and one case of malt. After dispatching these supplies, Boat 6 proceeded on her way to Frankfort after a delay of three hours and 40 minutes at the Island. During winters of heavy ice the only way the people on the Islands could contact the mainland was through the carferries.

Boat 6 was delayed for about an hour outside of Manitowoc on

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October 11, 1926, while picking up a disabled fish tug, the Leo B. and towing her to the breakwater at Two Rivers, Wisconsin.

In 1927 the No. 6 was out of service for 114 days due to lack of freight. That year she made a total of only 636 trips.

In 1928 she made 927 trips.

In 1929 radio compasses were installed aboard her on November 12. She made 688 trips that year.

895 trips were made in the year of 1930.

She made 962 trips in 1931. This, I think, is her record.

During the year of 1932 Boat 6, while enroute from Manitowoc to Frankfort, somehow lost her way and after fetching the East shore mistook Manistee for Frankfort and entered the harbor there. Arriving inside they soon realized their mistake and backed out and headed north up the beach for home once more. They finally arrived O.K. and other than being about three hours late were none the worse for the experience, the only casualties a few headaches among the crew caused perhaps by arguments as to how this contretemps could best be avoided in the future.

It is interesting to note that ships at sea, regardless of shape, size, or flag, assist each other in every way whenever possible. In this case the Government dredge, General Mead, took a head line for the No. 6 on January 7, 1933, and lifted her head up into the wind after she had drifted down onto a clay bank at the north side of the channel in Manitowoc River. Without this friendly assistance she might have lain there until a shift of wind and done considerable damage to herself.

Boat 6 left the northwest slip at Manitowoc at 10:45 p.m. on February 17. Just as she started ahead the fish tug Victoria L., which was outward bound and having engine trouble, ran into her port side. Outside of a badly bruised stem on the tug and a loud hollow sounding thump aboard the No. 6 there was no other visible damage.

On March 8, 1933, Boat 6 left Manitowoc at 10:05 p.m. with the wind northwest, strong, and clear; steering northeast by E½E bound for Frankfort. As there was a large sea running, after passing Two River Point she held up to the northward all the way across the lake, and when nearing the East shore she squared away before the sea heading for the harbor. Approaching the harbor entrance she dipped her nose down between two monstrous seas and smelling the bottom refused to answer her helm properly. This caused her to drift down onto the rip rap off the north end of the south pier, fetching up on her starboard side just aft amidships, with a terrible grinding jar, at 6:00 a.m.

After her stern dragged clear of the bottom she swung back up to the windward and made the inner harbor. Arriving at the slip she unloaded and shifted out along side the dock to tie up for an examination of the hull, etc. Other than a broken sea cock and several dents in her bottom along the starboard side aft she seemed to be in a seaworthy condition. To make sure they took her out into the harbor and ran her full speed ahead and full astern in the heavy ice. They could find nothing wrong. After tying up again they tipped her up so the ship's carpenter could repair the damaged sea cock.

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When this was completed they hung on for weather about 12 hours and then left for the ship yards at Manitowoc. She left Frankfort at noon on March 10.

In crossing the lake she made her regular time and steered the same as usual. There were no new vibrations in her hull and she handled perfectly at sea and on her way up the Manitowoc River to the dry dock. Arriving there they found the following repairs necessary: Several bad indentations on the starboard side abreast the engine room, below the load line, plates damaged to keel from stern post to about 75 feet forward of same, rudder bent and rudder frame broken near top of blade, rudder sleeve broken off at stern post (so they had to remove stern post and weld on new sleeve), the starboard propellor had two broken blades and the starboard shaft was bent. They also found it necessary to refill the stern bearings and ship a new rudder. 16 plates were taken off and repaired, a new sea cock was put in on the starboard side. She was placed in operation again on March 18.

Collision with the Steamer Leopold

The No. 6 tied up for her annual inspection at the shipyards in Manitowoc on July 14, 1934. After inspection, the freight being slack, she laid there until September 14 of the same year.

She fitted out and then left for Frankfort at 10:53 p.m. on the fourteenth. Steering NE by E½E the weather was calm with a light rain. As this trip was on a week-end she had aboard most of the homeward bound crew of Boat 7. (The No. 7 was then in the yards for inspection and minor repairs.)

At 1:35 a.m. the next morning a light breeze sprang up from the eastward and it set in thick.

About 2:10 a.m. the lookout on watch sang out from the foc's'le deck to the mate on the bridge that he heard a steamer blowing three whistles for fog, about 2½ points on the port bow. The Mate, also hearing the steamer, immediately stopped both engines, rang the bell for the Captain, and blew the approaching steamer one blast of his whistle. This was promptly answered. Boat 6 then put her helm to the port (or hard right) and blew one blast again just as the Captain entered the pilot house. The approaching steamer answered with three blasts, followed by the danger signal, just as her lights broke through the fog. The Master of Boat 6 then rang for full speed ahead on the port engine in an effort to swing her clear and avoid a collision. At the same time he turned in the alarm bell for "all hands on deck." The ships collided at 2:15 a.m. with a heavy smashing sound. Boat 6 listed over, as in a seaway, as the other steamer stuck her bow into the port side abreast the after life boat. No damage was done below the water line.

The No. 6 then backed up to render assistance, but the Captain of the other ship, giving her name as the N. F. Leopold, sang out that they had but little damage and were in no need of any help. Both ships then proceeded on their way, the No. 6 arriving in Frankfort at 5:10 a.m.

The No. 6 went to the ship yards at Manitowoc the next trip where she received temporary repairs, being needed in service until freight

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slacked up. She returned to the yards on October 5 and had the dent made in her side by the Leopold taken out.

A Rescue At Sea

On October 20, 1934, two men from Ludington, David Galbraith and Joe Nagels, left shore, just north of Big Point Sauble, in a rowboat on a fishing trip.

After they got away from the protection of the land they realized too late that it was blowing a gale off shore from the southeast. Not being seafaring men they soon drifted out to sea. Though they rowed as hard as they could into the wind they were unable to gain the beach. By taking turns rowing and bailing out the boat, they managed to keep her afloat and close enough under the land to stay out of the bigger seas.

They fought the sea all day on the twentieth, all that night, and at 10:20 a.m. on the twenty-first, afer David had given up and Joe had worn his hands to the bone rowing, the most welcome hull of Boat 6 hove into sight and picked them up. They were two miles northwest of Point Betsie, just about 45 miles north of where they had launched their boat two days before. They have never gone fishing alone since.

The late Captain Charles Frederickson was sailing the No. 6 at this time and his son Carl (Cub) was Purser. The radio message from his log covering this trip reads as follows: "Arrival will be delayed about thirty minutes while picking up two exhausted men in a rowboat northwest of Point Betsie. Have doctor meet boat on arrival."

One of the sidelights of the story was this, Joe Nagels' oldest son, then about 12 years old, on learning that his father was missing, presumably somewhere on Lake Michigan, wanted to take his dog and get a boat and go and look for him. The lad was sure that wherever he was he could find him.

* * * * *

Boat 6 left Kewaunee, Wisconsin, at 11:00 p.m. on January 16, 1935, with a strong southeast wind and sleet. As there was a large sea running they were not able to steer her regular course, so held up to the windward, steering SE by E.

About two hours after midnight the wind went northwest with gale force. So they turned around and dug for the lee of the west shore, arriving outside of Sturgeon Bay Canal at 4:30 a.m. on the seventeenth. She hung off here until the wind shifted more to the westward, knocking down the sea from the southeast. She was once again heading for home at 6:30 a.m. and reached there at 10:00 a.m.

While entering the harbor, running before the long rolling sea that made from the westward, Boat 6 rode a large comber into the entrance and yawing off against her helm she again struck the rip rap off the north end of the south pier, damaging several plates, her rudder, starboard shaft, and wheel.

Her repairs at the drydock this time were delayed because of sub-zero weather and she did not get back into service until February 1, 1936.

On February 13, 1936, Boat 6 was delayed at Manitowoc await-

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ing her cargo. The entire Chicago Northwestern Railroad yard was then snowed under and out of operation for over 18 hours.

During the winter of 1935-36 there was a great deal of ice in the Lake. On March 13 the No. 6, while bound from Manistique to Frankfort, was stuck several times and delayed over 48 hours. On this trip the crew spudded her loose three different times.

Sunday, February 21, 1937, the No. 6 arived at Kewaunee at 1:15 p.m and was delayed there for over 12 hours because the railroad tracks had been washed out by an early thaw.

On May 25, 1937, the loading of Boat 6 was held up for over two hours at Frankfort as an auto had been struck by a train at the railroad crossing.

The Accidental Death of Harold Lillie

Boat 6 arrived in Kewaunee at 7:32 p.m. on March 2, 1938. Finding the carferry Pere Marquette No. 18 ahead in the slip she stuck her bow on the river bank to await her turn. The No. 18 left at 11:35 p.m. and the No. 6 proceeded to back into the slip.

As she neared the apron the usual crew stepped off her stern to tie her up. While going ashore, Harold Lillie, a sailor who was part of this crew, misjudged his footing and fell into the fast moving water being churned up by her wheels. He was sucked under, and it was twenty minutes before his body was recovered. The Coast Guard had worked over him for more than an hour when Doctor Dockery arrived and pronounced him dead from a broken neck.

He was 34 years old at the time of his death and left a wife and six children in Honor where he had made his home.

* * * * *

Having left Menominee Piers at 2:25 p.m. on April 10, 1938, Boat 6 discovered the fish tug Mary Lou in distress, with a broken shaft, outside Sherwood Point. This caused the No. 6 an hour's delay while she towed the tug to her home port at Sturgeon Bay, Wis.

She made only 578 trips in the year of 1938 which is the least she has ever made.

After leaving Kewaunee at 12.00 a.m. on February 2, 1939, Boat 6, while enroute to Frankfort, picked up the lights of the tug Reiss which was towing a scow owned by the McMullen and Pitz Construction Co. of Manitowoc. As there was a big sea running from the southwest the tug was not making very good weather of it, so Boat 6 stood by for over an hour until the No. 5 came along with orders to stand by and let Boat 6 proceed to Frankfort.

On February 11 and 12 the No. 6 was windbound in Frankfort for 37 hours due to a strong west wind and snow.

While coming from Manistique to Frankfort on February 16 she was delayed for about three hours while assisting the fish tug Bob S. which with a crew of four had been stuck for several days in an ice flow outside of Suel Choix Point.

Again on March 10 of the same year while on her way from Manistique to Frankfort she was delayed for one hour while breaking out

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the ice imprisoned fish tug Delores H. Smith, which hailed out of Port Washington and was a long way from home.

A Real Rolling

In February, 1939, Boat 6 left Manistique at 2:30 a.m. on the seventeenth bound south for Frankfort. While on the way down the wind freshened up from the south southwest and soon made a big sea in the lake. Coming from almost ahead the No. 6 made good weather of it other than being three hours late.

The piers of Frankfort line up almost due East and West so it was necessary for her to run by the place far enough to the southward to get the wind and sea behind her when entering the harbor.

She had fetched high enough by 12:05 a.m. the next morning so the Captain thinking he had found a smooth spot let her come around on a hard left wheel with both engines wide open. She was slow in coming and when about half way around laid over into the trough between two big seas with her lee rail almost awash and shook herself fore and aft as the next seas struck under her quarter just before she straightened herself up and headed on the harbor lights.

While squaring away here she rolled three carloads of heavy copper billets out through the sides of the box-cars and onto her car deck. She also shifted the lumber in two gondola cars.

Arriving at the piers at 12:30 a.m. she became stuck fast in the slush ice that had been packed in by the westerly seas. She was delayed by the ice for 11 hours before she finally arrived inside. Once at the dock it took the section crew over 3 hours to reload the billets so that she could unload the cars and be ready for sea once more.

* * * * *

Upon the retirement of Captain Axel E. Frederickson, Master of Boat 5, in October, 1940, Captain Magnor Roen took command of her and Captain A .B. Jacobsen took command of Boat 6 on the fourteenth day of October, 1940.

The Big Blow of November 11, 1940

The Armistice Day storm of 1940 was the worst storm on the Great Lakes since the storm of 1913 when so many ships were lost.

At 11:10 a.m. on the eleventh, Boat 6, then under command of Captain A. B. Jacobsen and Chief Engineer Stanley Hawkins, left Manitowoc bound for Frankfort. The wind was blowing strong from the southeast and it was raining. Not being able to steer the regular course because of the sea, they held up steering E by S. At 1:00 p.m. they squared away for home and steered NE½E. One hour later the wind came around and blew a living gale out of the southwest.

The sea soon started to make and knowing that they could not enter the home port in this gale they hauled North at 2:30 p.m. and headed for the shelter of South Manitou Island. (Running with the sea was the only way in which any ship could live very long in a storm like this.)

While pounding northward, sea tossed and storm driven, past that inviting looking shore near Frankfort and Point Betsie, the wind blew

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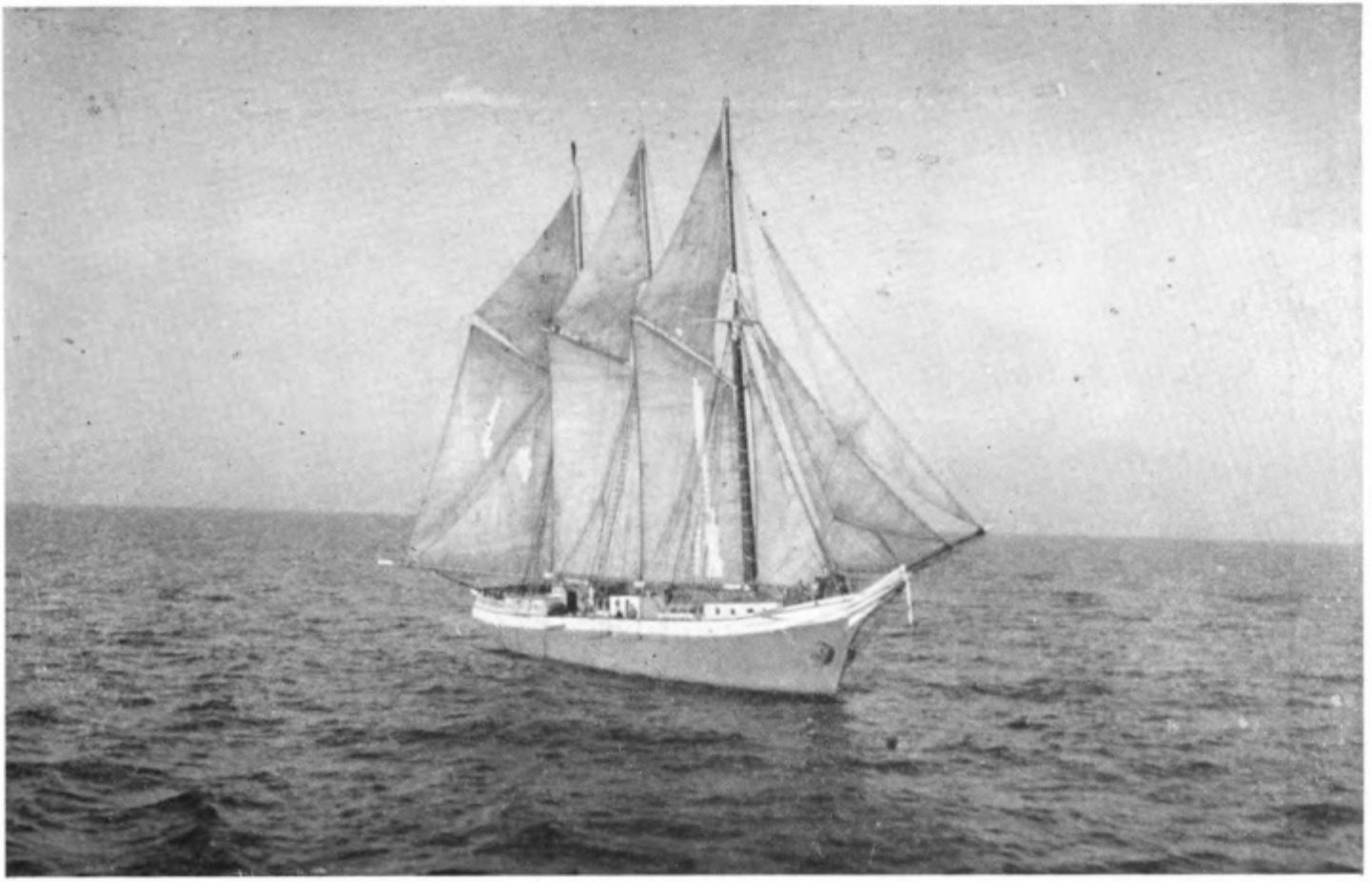

The last schooner to sail Lake Michigan, the Oliver H. Perry. She was brought up from salt water as the E, T. Wing and is now the Marine Museum at Belle Isle Park in Detroit.

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Former Purser C. F. Frederickson
Toledo, Ohio

Capt. A. L. Larson, Frankfort, Michigan. (retired)

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Capt. B. H. Hanson, Manitowoc, Wis. (retired)

Capt. A. B. Jacobsen, Frankfort, Mich. (retired)

Capt. Con McCauley, Beaver Isle, Mich. (dead)

Chief, W. Campbell, Frankfort, Mich. (retired)

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T. Davis, mate, Frankfort, Mich. (retired)

Chief Eng. S. Arnersen,Frankfort, Mich. (retired)

S. Steinberg, Mate, Frankfort, Michigan.

Rate Inspector, L. Potter, Frankfort, Mich. (dead)

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G. Noffsinger, A. B., Frankfort, Mich. (retired)

Capt. H. Wright, Frankfort, Michigan. A former A. A. Marine Superintendent.(dead)

Ralph Henry Reynolds, who was our superintendent of marine from July 1st, 1917 to June 22, 1928, and his son William, formerly purser in the fleet and now manager of the Bethlehem Steel shipyards at Baltimore, Maryland. R. H. Reynolds personally designed and carried through to completion the construction of Boats A. A. 7 and Wabash.

Jane Reynolds Mattson who christened Boat 7 at Manitowoc in 1925.

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Nunzie F. LaRue, daughter-in-law of Doc, with her ever welcome smile handles most of the shipping aboard the A. A. fleet and has the title of crew clerk.

Fireman J. Webber, Thompsonville, Mich. (retired)

A. Fortine, Glen Arbor, Mich., coal passer, has never missed a pay day in 23 years.

The remains of Rodal's' fish tug, the Jean R., after it was crushed in the ice at the Frankfort breakwater.

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Looking east down Frankfort's Main street about the time Boat 6 came out new. On the left Collins Drug Store(This is the oldest business under the same name in Benzie County, having started in 1868), M. J. Hoppock, Jeweler, B. W. Snider Newstand, Kiefer Shoe Store, Collier Bros. Hdwe., Rathbun Pool Hall, Clark Benton, confectionery, J. W. Lockhart, Star Grocery, C. Hull, Barber Shop, F. D. Stelzer, Jeweler, Wm. Upton Hdwe., Lobb Drug Store (now Didrickson's), Eriksen's Clothing Store, Capron Novelty Shop, Classens Store. South side of street: Bank bldg., Masonic Hall, Upton Millinery, Benzie County Patriot, F. O. Wickham office, Andy Todd, Livery Barn, Upton's warehouse.

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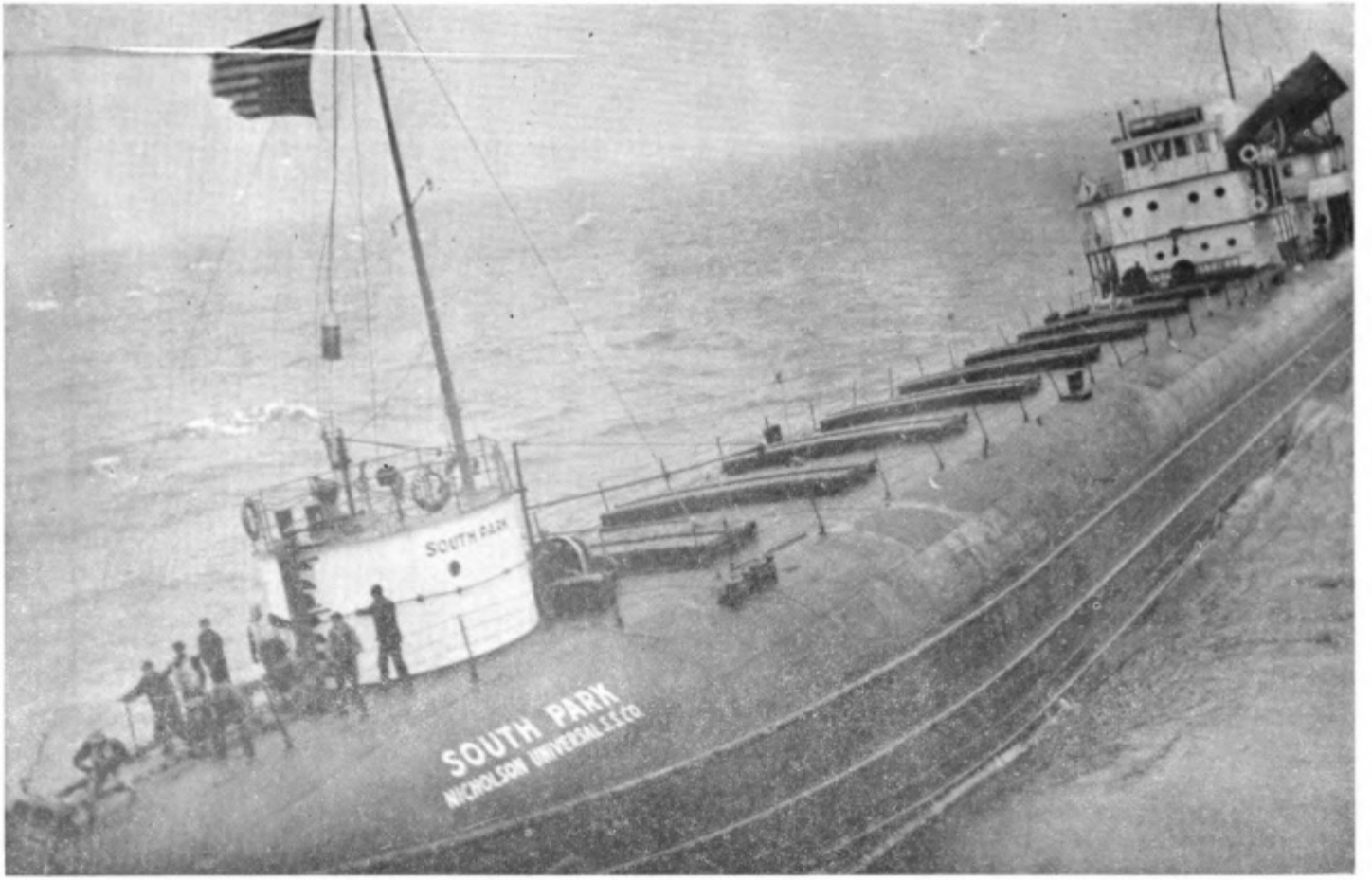

The South Park operated as an automobile carrier for Erie S. S. Co. until disaster struck her on Nov. 15th in 1942, when she hit the breakwall at Manistique, Michigan and severely damaged the bottom of her hull. It was during this blow that the steamers A. A. 5, 6 and 7 all took turns at standing by her. Boat 5 had a tow line on her for a while and assisted her up the lake. She has been rebuilt and is now the oil tanker, Meteor.

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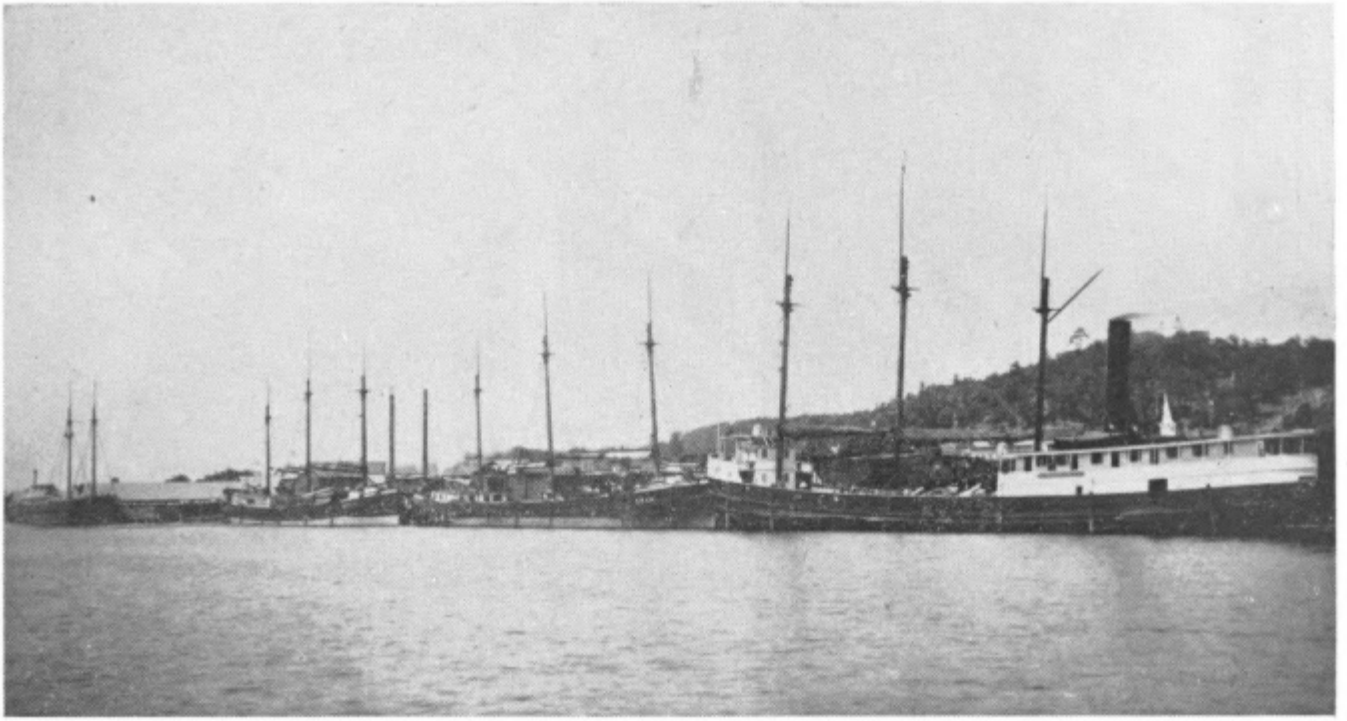

Frankfort Harbor in 1890 showing the lumber hooker "Gratwick" and her tows, the old schooners Fryer and Marvin loading at the Butler Mill dock. .

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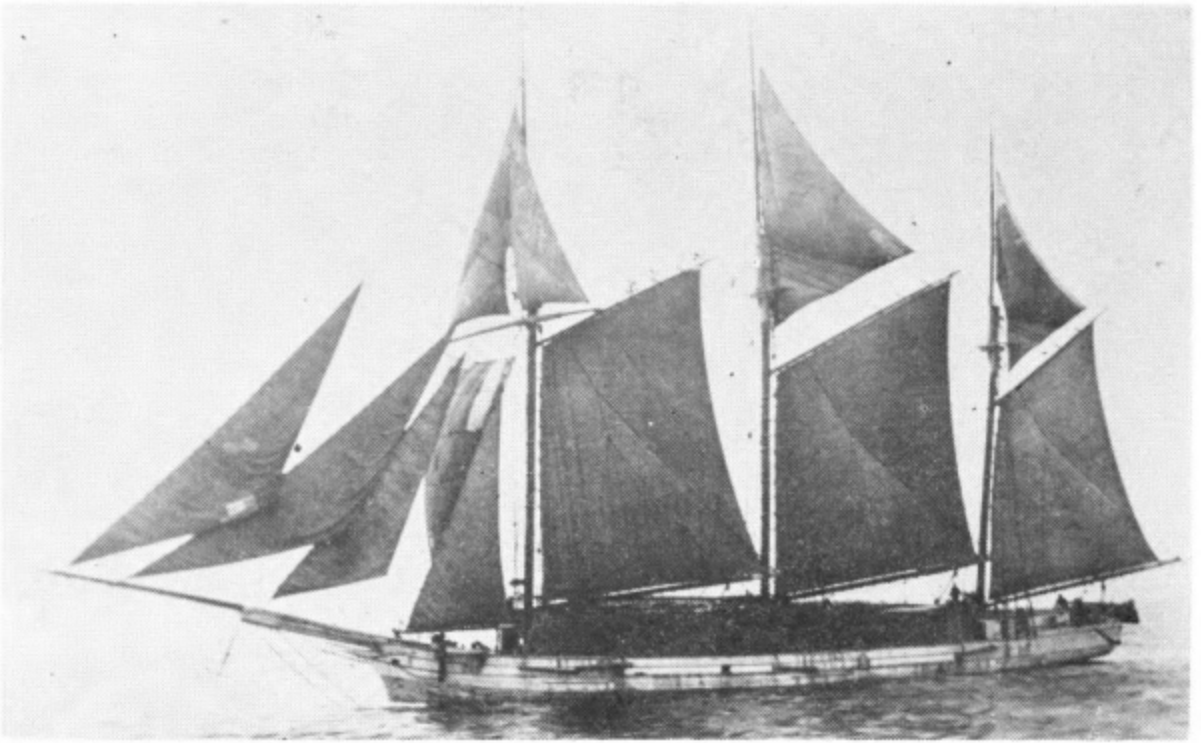

The Schooner Lucia A. Simpson which was rebuilt for sunken treasure hunting in 1929. (See story of her passing on page 20).

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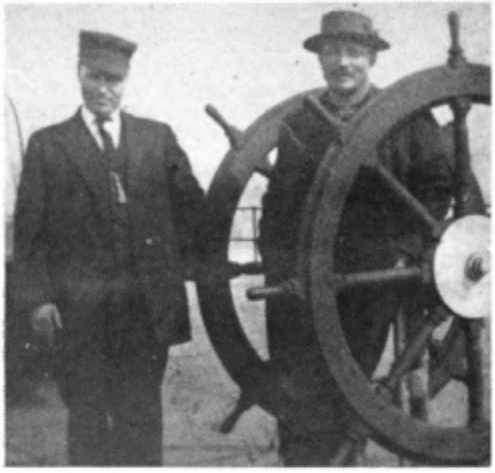
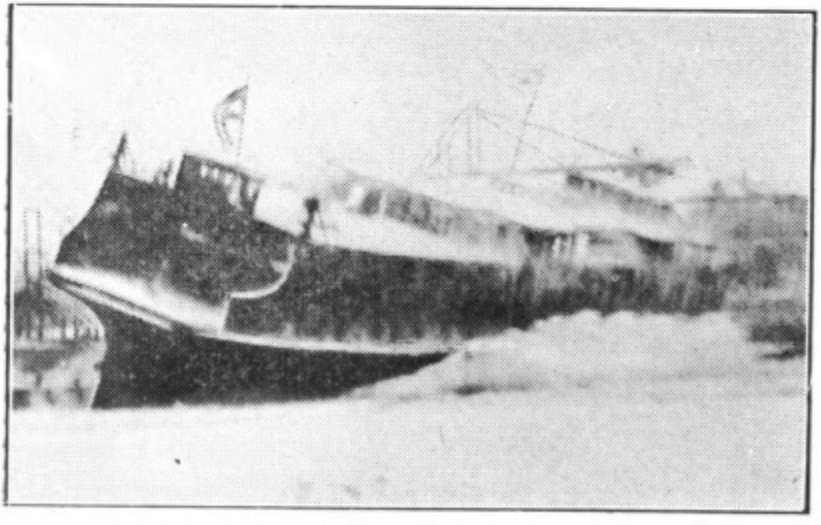


Mate Ole Glarum (retired) and Chief Engineer Wm. Boyce (dead) taken on the after deck of Boat 4.



The launching of Boat No. 7 at Manitowoc, Wis.

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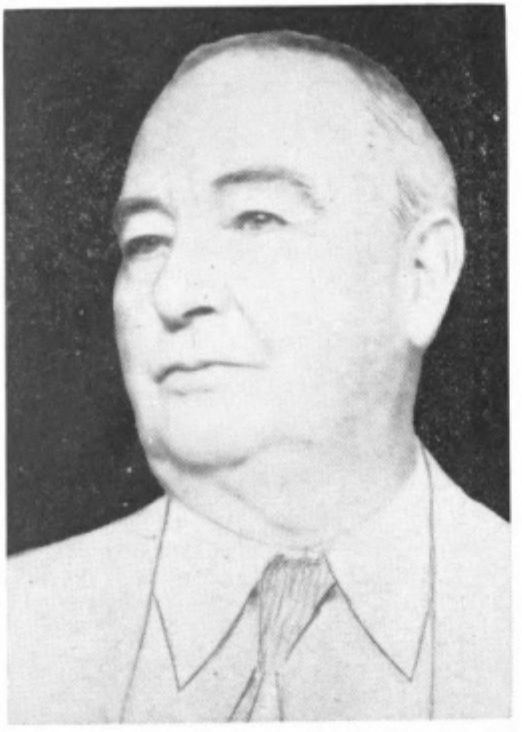

The late Dr. F. J. LaRue who for 25 years was our marine doctor. He was 75 years old at the time of this picture. He was deeply loved by all who knew him.

Capt. L. Hanson, Manitowoc, Wis. (dead)

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so hard that it seemed to fairly lift the tops from the roaring, foaming seas, as they madly raced along, at times almost submerging her sides, and spray it in all directions at once.

Walter Huck, an oiler who had ridden her for over 20 years, told the King Mate Gus Gabrielson (now Master of Boat 7) that it was the first and only time that the steel floor plates in the engine room had ever raised up enough to slide around as she rose and fell with the sea. They then agreed that it was the biggest sea that they had ever been out in.

The No. 6 passed Point Betsie at 5:50 p.m. when to make things worse it started to snow. Luckily they were able to make out the outline of the shore, through the falling snow and ever increasing darkness, far enough ahead to keep off the beach as they worked her around the east end of the Island and into the lee.

She rounded the Island at 7:30 p.m. Losing the sea the Captain checked down and eased her nose up onto the sandy beach near the South Island harbor. The force of the wind was so great that they had to work both engines full ahead to keep her from going broadside on the beach.

At daybreak on the twelfth it was still snowing and blowing a gale which started to moderate around noon. The No. 6 laid there O.K. with her engines at half speed ahead. Early on the morning of the thirteenth the wind started to peter out and at 6 a.m. they decided to put to sea and head for home.

Backing at full speed astern she refused to leave the beach. The Captain then ordered her cargo shifted aft and her after holds filled with water in an effort to tip her down by the stern enough to slide her off the bank on which her bow was resting. There was forty feet of water under her stern.

After they had tipped her back as far as possible the engineers worked her astern with both engines wide open, but she still refused to budge. They then wired the office at Frankfort for assistance and Boat 3 arrived at 6 p.m.

Boat 3 hung off on her anchor, backed down to the stern of the No. 6, and after making fast the towline started to pull at 6:15 p.m. With the No. 3 working ahead on the line and swinging the stern of the No. 6 slowly back and forth for about 30 degrees of the compass, by working her rudder hard over both ways, and while Boat 6 worked her engines full astern, the No. 6 slid off into deep water at 7 p.m.

They then hauled in their lines and with a parting salute of her whistle the No. 3 departed for Manistique and the No. 6 for Frankfort. She arrived there at 10 p.m. on November 13.

A Shifting Cargo

On January 18, 1941, Boat 6, having left Frankfort at 11 p.m., found a big sea running outside from the northwest. Bound for Kewaunee they had to hold up to the northward to prevent heavy rolling.

In their cargo was a carload of steel in bundles. Continuous rolling worked them loose and the sliding noise they made was heard by the men on watch between decks: William Karns, Lookout; Roy Lillie, Watchman; and Floyd Hamner, Sailor. Karns and Lillie climbed into the

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car and Hamner handed them up some wooden blocks with which to block the moving bundles.

While they were thus employed Boat 6 came around and squaring away for Kewaunee took several unexpectd deep rolls. This slid the bundles together and quickly imprisoned Roy's right leg and the left leg of William. Seeing this Floyd made a run for the topside and notified the bridge officer, who immediately let her off some more and stopped the rolling. The crew then pried the bundles apart freeing the boys' legs and carried them up on deck where they were given the best of care.

A doctor and an ambulance met the boat in Kewaunee and the boys were taken to the hospital at 5:30 p.m. Roy's leg was later amputated and William's was badly crushed at the ankle.

* * * * *

When Captain A. B. Jacobsen retired on March 11 in 1943 Captain W. G. Beaucock was promoted to Master of Boat No. 6.

On February 18 Boat 6 was delayed for 65 hours and 20 minutes, due to heavy windrowed ice, while crossing Green Bay to Menominee, Michigan. This is usually a 1½ hour run.

She made 942 trips in 1943, 879 trips in '1944, and 870 trips in 1945.

The fleet was delayed for about 32 hours on March 24 and 25 in 1946 because of a railroad strike.

While Boat 6 was tied up in Frankfort for annual inspection on August 3, 1946, her Third Officer, Peter Lysdal, was given the job of painting her draft marks. He had worked at this all forenoon and after dinner he left the dock in a rowboat to finish up.

While he was working at the marks forward on her stem he evidently leaned over the side of the rowboat too far and fell out of the boat into the bay and drowned. This took place at 1:45 p.m. His body was recovered at 3:00 p.m. He was buried in Frankfort. He left a wife and two children.

She made 885 trips in 1946 and 811 trips in 1947. Other than being blown out of the slip in Menominee by a young tornado from the east northeast on November 19 nothing of any importance took place in 1948. She made 826 trips in 1948.

All the boats were tied up in Frankfort because of a strike from March 15 to 22, 1949. This strike was called by the boat crews. She made 685 trips in 1949.

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A. A. NO. 7

Boat 7 was built at the shipyards in Manitowoc, Wisconsin at the cost of about one million dollars. She was launched with a large celebration at 2:00 p. m. on January 2, 1925.

Miss Jane Reynolds, daughter of the Marine Superintendent did the christening by breaking a bottle of champagne across her stem.

Boat 7 was built along the same lines as the Strs. Pere Marquette Nos. 21 and 22 except they have straight stems and that of boat 7 is well cut away.

There have been several changes made in the Pere Marquette boats since, which of course has changed their likeness.

She is 347.9 ft. long, 52 ft. beam and has a depth of 19.2 ft. She carries an average load of 26 box cars. This also leaves room for about 8 or 10 autos. Her tonnage being 2,934 gross and her deep draft amidships 14' 11¼". The overhead clearance on the cargo deck is 15' 6". Her average speed is 14.5 mi. per hr.

Besides the 12 modern, commodious staterooms she has a large spacious cabin, observation and smoking room, also a beautiful dining room finished in natural grained light oak seating 35 people, with large windows along the outboard side, which affords a pleasant view of all passing scenery.

During the season from May 15th to Sept. 15th she is equipped to carry 375 passengers.

After leaving the ship yards she docked at the Soo and Chicago Northwestern slips where they loaded on a full cargo. She then put to sea on her maiden voyage, departing from Manitowoc breakwater at 7:18 a. m. on February 22 and arriving at Frankfort at 12:45 p. m.. the same day, making this 75 mile run in 5 hrs. and 27 min., which is about the same speed she maintains today.

Among the early entries in her log are the following notes: On Saturday, Aug. 15, 1925 Mr. Frank Morrison of Cleveland, Ohio, came along for a trip to re-adjust her compasses. While in the ship yards repairing a bent rudder stock on Aug. 25, 1925 the entire crew knocked off work to attend the Manitowoc County Fair. They all came back sober.

Just after a big blow from the NW on Oct. 17, 1925 while enroute from Death Door Passage to Menominee, Mich., Boat 7 passed a large raft of drifting logs, close aboard on the port side. This was 2 mi. NNE of Chambers Isle in Green Bay. They reported this to the Coast Guard who immediately sent a tug in search of it. This was probably one of the last of the many large log booms, that in the days of old, were towed for miles across our lakes and bays to the nearest saw mills. They were a menace to navigation, particularly after dark and during thick weather. Capt. Dan Seavy, like many others when making port during bad weather, necessitating lots of speed and carrying perhaps too much canvas, would often use these log booms, inside, to a good advantage by heading her into one while he shortened sail. As she pounded her way over these logs they acted as a brake and gradually took the way off her.

In 1926 on Nov. 26 and 27 Boat 7 layed windbound in Frankfort for over 36 hours because of NE gale and snow. (Note: Over a 24-hr. delay

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for weather is considered an exception.)

Dec. 16th, 1926 she left Frankfort and was 41 hrs. making the usual 7 hr. run to Manistique. This delay was caused by heavy ice, vapor on the water causing poor visibility, and inclement weather.

On July 9th in 1927 the forward crew of Boat 6 and the after crew of Boat 5 took command of Boat 7 and her crew in turn went aboard the new Steamer Wabash which was then about ready for sea at the Toledo ship yards.

Trip 855 Mon., Nov. 14, 1927—Dept. Frkt 8:00 a. Wind NE fresh rain and sleet, course N 5|8 E. Ck. down at 3:40 a. Proceeding under ck. and sounding by hand. 24 fathoms at 4:00 p. m. 19 fathoms at 4:20 p and 14 fath. at 4:45 p. m. Working in slowly and picked up sound of fog whistle at 6:00 p. m. Arrived Manistique breakwater at 6:30 p. m.

It was trips like this made during thick, sub-zero weather, when the old hand lead was the only known method to ascertain the nearness of land, that made men at sea realize what a friend they found in the coming of our present day direction finders, which have practically eliminated the use of a hand lead.

Capt. Thos. R. Griffith of Milwaukee relieved Axel E. Frederickson as 1st Mate aboard Str. A. A. 7 from Jan. 20th to Feb. 20th, 1929. During this time he was sent to New Orleans by the R. R. Co. to assist in supervising the proper handling of two new carferries just placed in operation. They traded from New Orleans to Havana, Cuba. They had 3 decks and carried 90 freight cars and were named the Sea Train and Sea Foam. They were owned by the T. M. K. R. R. Co.

Sunday, June 23, 1929 Boat 7 moored at the city dock in Keewaunee and took aboard 258 persons for an excursion on Lake Michigan. They departed Keewaunee breakwater at 8:55 a., cruised north up the west shore and entered the Sturgeon Bay canal into Green Bay, passing through the bridges separating Sawyer and Sturgeon Bay. Thence westward to Sherwood Point and north around upper Door county and outside into Lake Michigan through the notorious Death Door Passage, thence south again, arriving at Keewaunee once more at 9:30 p. m. Thus ending one of the most picturesque trips on fresh water, covering a territory of much early historical interest while circumnavigating the upper half of Door county.

THE PASSING OF THE SCHOONER LUCIA A. SIMPSON

Boat 7 departed Keewaunee, Wisconsin at 12:50 p. on Sunday July 27th, 1929, with the wind Northwest moderate and clear, steering E⅝N.

Shortly after clearing the breakwater a schooner hove into sight on the left bow. Coming closer and with the aid of the glass she was found to be the Lucia A. Simpson hailing out of Milwaukee in ballast with distress signals floating aloft.

After looking her over while passing at reduced speed with her close aboard on the port side, Boat 7 came about, passed her a hawser and proceeded to tow her to Keewaunee. Here the Coast Guard came outside with their cutter and assisted the disabled schooner safely into the protection of the harbor.

The schooner L. A. Simpson was one of the last of the great white

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winged fleet of sailing ships, some of which, in the days of old could be seen in every port on the Great Lakes. She was built at Manitowoc in 1875 of wood, with a gross tonage of 227 tons. In her prime she was recognized as one of the fastest three stickers afloat and had been often logged at 16 mi. per hr. with a fair wind. But in her present condition with all her canvas flying, about 8 or 10 miles was the best they could squeeze out of her.

The Simpson had recently been purchased by the Northern Marine Co. of Milwaukee. After they had made several changes aboard and equipped her with salvage and deep sea diving equipment she put to sea with expectations of hunting sunken treasures from some of the many hulls still resting peacefully on the bottom of the Great Lakes.

On this voyage she was manned by Capt. Hans Simenson, who had sailed her for many years, and a crew of six before the mast: Emory B. Jones and Dr. O. B. Jesse of Hancock, Wisconsin, and Martin Mathiesen, Nels Nelson, Halvor Ericksen and Chester Smith of Milwaukee.

Having been towed outside by a tug the schooner Simpson departed the Milwaukee breakwater on the morning of July 26, 1929. After hauling in her towline she squared away to the northward under a full spread of canvas, running before a fair wind out of the southwest.

The wind held in her favor all day and she made good time beating up the west shore.

Late that night the wind shifted to the northward coming over the starboard bow. Captain Simenson, rather than tack and get too far away from land and as the glass was falling, decided to come about and seek anchorage under the lee of Twin River Point until weather conditions improved.

Shortly after they came around and when about twelve miles off Algoma she was struck with a sudden squall which tore out of the northwest like a living gale forcing her to heel over on her beam ends with her lee rail awash and snapped off the mizzen mast at the cross trees. The jerking movement while righting herself to an even keel caused a second break in the spar just above the after cabin. Another gust of wind carried the big stick overboard on the port side, the dragging of which caused a dangerous list in the ship.

Jumping into the mist of torn rigging the crew succeeded in chopping away the stays which cleared the wreckage by setting the mast, shrouds, sails and riggings free to float away in the open sea.

Thus she was disabled by the loss of her mizzen and shipping water through reopened seams in her wooden hull, caused by the stress and strain while climbing over the monstrous seas as they broke along her sides at unaccustomed angles from the loss of weight and bouyancy of her after mast. With wooden hulls considered old at 30 years, it's just a miracle that she rode out the storm.

With a wonderful display of seamanship Captain Simenson at the helm gradually worked her in under the lee of the land, while the entire crew shortened sail and manned the hand pumps.

Although the water gained steadily in her hold, where a depth of

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five feet was sounded at the time help arrived, she managed to stay afloat.

With the coming of dawn a distress signal, the American flag inverted and flying at half mast, was raised aloft. It was in this condition that Boat 7 found her later in the day and towed her to Kewaunee.

The following day, after docking in Kewaunee, the crew succeeded in caulking her seams and thus stopping the leaks. Later a tug arrived and towed her to the ship yards at Sturgeon Bay, Wisconsin. Here she had expectations of undergoing extensive repairs, but later it was decided by the owners that this expense would be too great.

After her salvage machinery was removed she was towed to her final resting place on the beach and dismantled. So after 54 years of faithful service (most of which was spent on Lake Michigan through fair weather and foul alike) this once proud ship of the sea, like many others of her kind, that played such a so easily forgotten and very important historical part in the building of commerce, etc., on our inland seas, came to rest in the boneyard of Sturgeon Bay. There she burned during the big fire which also destroyed the E. G. Crosby, Petoskey, Kenosha, Waukegon and many others on December 3, 1935.

* * * * *

First mention of direction finder — November 20, 1929.

Tuesday, October 22, 1929 — Trip 703.

Boat 7 left Manitowoc at 10:50 a.m., wind N.E. gale with rain. Course N.E. by E.½E. The wind reached gale force shortly after they left and soon the seas became larger and larger. When she was about one hour out Boat 7 met three monstrous seas coming along together and as she dipped her stem into the trough of the first one the second sea came aboard and stove in some of her cabin windows. This, of course, took the way off her and she refused to look in the third sea, coming around by herself against her helm.

Captain Larson, then her Master, headed her back for Manitowoc where she laid wind bound until 6:00 a.m. on October 23rd. There was still a big sea running when she left, but the wind had let up considerably. This is the same blow that sank the Grand Trunk carferry Milwaukee with all hands aboard about 90 miles farther South.

Shortly after Boat 7 left Menominee on June 13th, 1930, one of her crew, a fireman by the name of Walter O'Leary, became very ill. The Captain when notified gave orders to proceed at full speed to the nearest doctor who was then at Sturgeon Bay, Wisconsin.

After passing through the bridge they hurriedly tied up at the old Goodrich Dock and Doctor Huff came aboard. After looking the patient over he took him ashore and later operated on him for gall stones.

Through the kindness of the Ann Arbor Railroad, Boat 7 was allowed to bring over Mrs. O'Leary to visit her son, stopped to pick her up a few days later and also stopped and took aboard Mr. O'Leary after he was discharged from the Hospital on July 13th.

LIFEBOAT OF BUCKEYE STATE

Wednesday, November 2, 1932 — Departed Frankfort 6:45 a.m. Wind N.W., light and clear. Course S.W. by W.⅜W.

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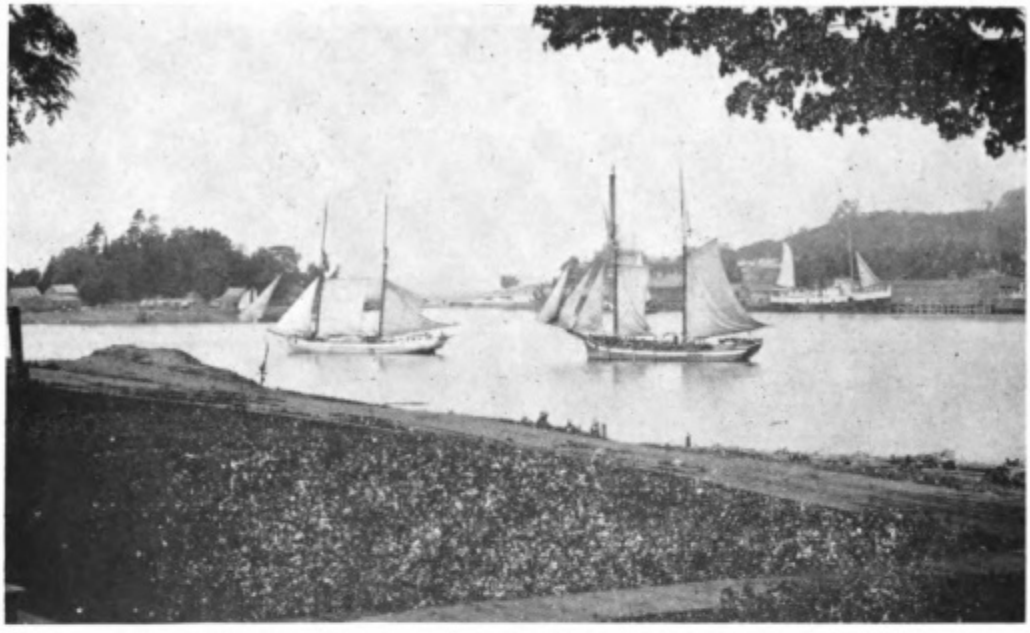
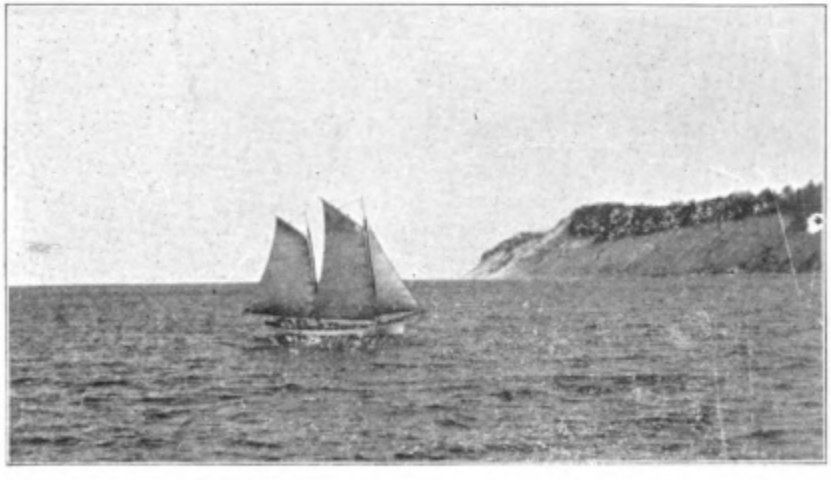


Showing Frankfort Harbor in about 1890 before the carferries came. Two schooners, lumber laden, outward bound. The foremost one is the Driver, the other the Fearless. The lighthouse tender, Dahlia, can be seen at the dock on the north side. She was propelled by steam and sail. The present west carferry slip has replaced the rail fence. The wooded hill was known as the Island where later was built the large Frontenac Hotel. The old oak tree that the jiboom of the Fearless points at is still there. Chris johnson's, Robertson and Penfold's fish houses and warehouse can be seen on the island. The tug Sweet Bros. also fished there.



The Schooner Wanderer on port tack outside of Frankfort. She was owned and mastered by Capt. Dan Seavy who was known in the days of old as the best all around fighting sailorman on Lake Michigan.

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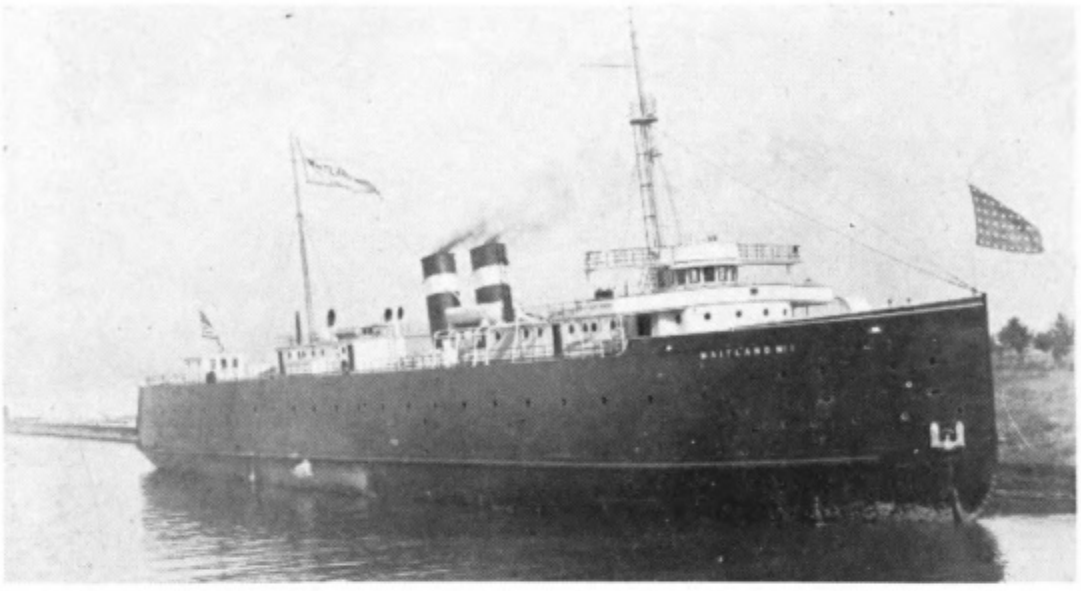
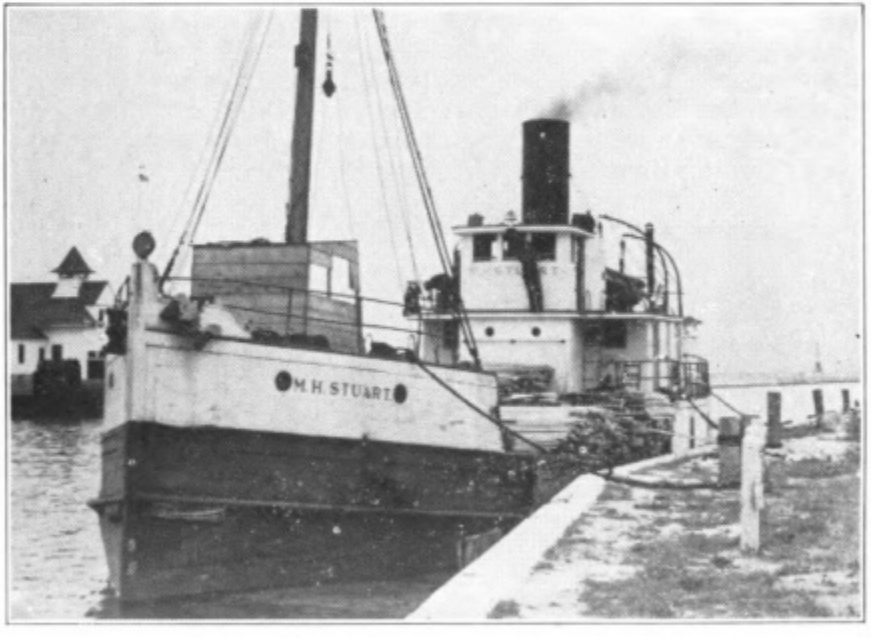


Carferry Maitland, sister ship to Boat 6,, as she looked while trading out of Frankfort in 1916.



The Steamer M. H. Stuart at Kewaunee, Wis. She was owned by Capt. C. Anderson of South Manitou Isle.

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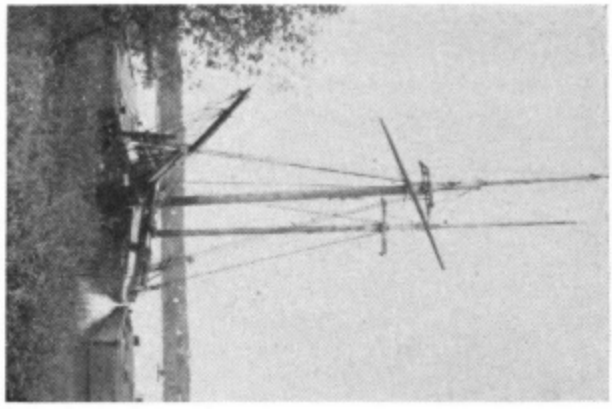
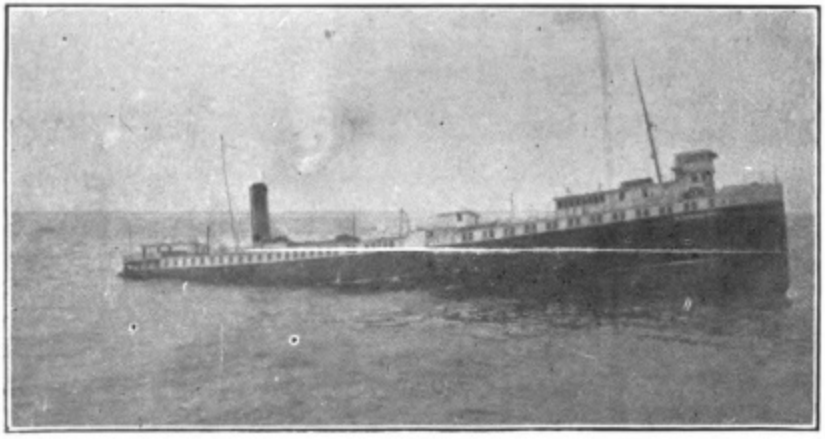
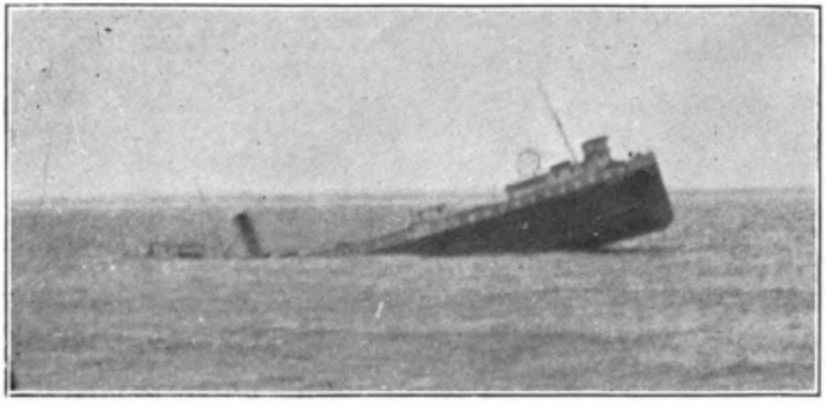


Final resting place of the Schooner Lucia Simpson at the boneyard in Sturgeon Bay, Wis. Notice her missing spar as mentioned in the story.





The steamer Lakeland sinking off Sturgeon Bay canal in 1924. Boat 6 stood by and rescued her crew of 27 persons.

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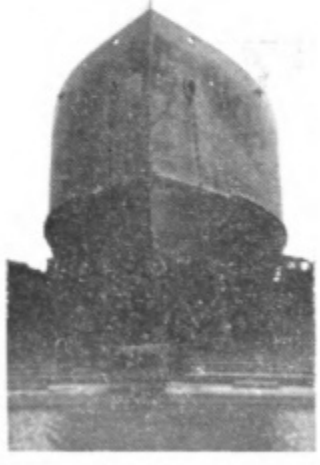
The Hotel Frontenac on the Island at Frankfort. This was built by the A. A. R. R. in 1900 and burned down during January of 1912, at a total loss except the bowling alley at the east end of the pier, which is still an alley as part of the Tipperary Casino. The bath house seen at the north end of the picture which is now our Legion Hall on Main street. Part of the R. R. office and Boat 3 in the slip are also seen and the Slyfield tug E. D. Holton entering the harbor, also Capt. Water's ferry, the Cynthia, at the end of the walk awaiting passengers which he took on sightseeing tours.



This odd picture is Boat 7 resting peacefully in the Manitowoc drydock for bottom inspection in 1950.

Carferries A. A. No. 6 and Pere Marquette No. 18 in Kewaunee, Wisconsin.

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At 9:00 a.m. the men on watch in the pilot house noticed a life boat floating partly submerged about a point on the starboard bow. They checked down and called the captain who maneuvered Boat 7 around into position, with the life boat under her stern. They were then in midlake.

When coming closer they could see that it was the No. 1 Life Boat from the Steamer Buckeye State and of 180 cubic feet with a carrying capacity of 18 persons also that some of her air tanks were adrift.

Seeing the life boat to be in fair condition, they decided to take it along. The best way to do this was to hoist it aboard as towing would cause much delay. By making both ends of the life boat fast to the partly raised sea gate and with the aid of the two after capstons they picked up the boat and swung her inboard upon the spacious fantail stern of Boat 7's car deck.

The Purser of Boat 7, at orders from Captain Larson, wired the Coast Guard and they came out of Two Rivers and took charge of the boat. After picking up the life boat Boat 7 cruised around that area for about one hour seeking other wreckage flotsom not aware of just what had happened to the mother ship. It was later found out that the Steamer Buckeye State had lost her No. 1 Boat while diving into the teeth of a north east gale the day before.

* * * * *

On Friday, February 10, 1933, Boat 7, approaching the Frankfort breakwater and while running before a big southwest sea and wind with everything on her wide open, hit the slush ice just outside at 5:35 a.m.

Boat 6 was then stuck fast in the ice at the outside end of the inner piers partly blocking the channel. When Boat 7 with most of her way gone from forcing herself through this heavy ice maneuvered around Boat 6 her starboard wheel struck some submerged object and broke off. She was then abreast of the inside light. Still having some headway she fought her way into the harbor with the remaining propeller. The Steamer Wabash acting as a tug assisted her into the slip, docking at 5:00 p.m. Here she unloaded her cargo and took on fuel and supplies for the long expected stay at the ship yards at Manitowoc.

Although these carferries have been known to make better than half speed with only one wheel and work around a harbor much faster than one would expect (on one occasion Boat 7 was only 20 minutes late to Manitowoc with only one wheel in operation), the Marine Superintendent O. T. Larson after talking it over with both captains and realizing that it was in the dead of winter decided it best to have the Steamer Wabash assist Boat 7, in her crippled condition, to Manitowoc.

Just after dinner Sunday, February 12, the wind became puffy and started to die out. At 1:00 p.m. the same afternoon the Steamer Wabash backed down to the bow of Boat 7. After making her steel towing cable fast to Boat 7 she proceeded to tow her outside. Creeping slowly through the ice packed channel they departed the Frankfort breakwater at 2:30 p.m. The wind was south, fresh and clear. They steered south by west.

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When they were underway for about one hour the wind breezed up from the southwest and started a big sea running. At 4:00 p.m. she was not towing very good and when abreast of Manistee at 4:40 p.m. Boat 7 dipped her bow down into the trough of a big sea and the next sea struck her with such force that it parted the tow line between the towing post (timberhead) and the chalk in the bulwarks on the bow. Knowing that it was useless to try and make this tow line fast again in such a seaway Captain Larson headed Boat 7 into the sea steering southwest at 4:45 p.m.

In her disabled condition she could not look into this howling gale and monstrous sea very long and at 5:00 p.m. rolling heavily she came around by herself with the sea, and easing her off before it they steered north northwest in an effort to stay outside of the slush ice which then extended about six miles off the beach.

With weather and ice conditions such as they were Boat 7 decided to make a try for shelter in the home port of Frankfort. So at 5:45 p.m. they steered north northeast heading on the radio beacon at Point Betsie, just north of Frankfort. At 7:00 p.m. with the one engine doing her very best and with that big southwest sea and gale of wind driving her along they hauled her in and headed for the harbor entrance.

Shortly after entering the slush ice outside she lost her headway. Coming to a dead stop at 7:30 p.m. she stuck fast in the ice which was slowly moving along with the wind and sea bodily carrying Boat 7 to the northward, passed the harbor and closer to the shallow water of the beach.

Being at the mercy of the elements Boat 7 swung around, heading southwest and wallowed around almost dipping her rails under in the trough of the ice covered seas. (Note: By sea faring men of the seven seas it is understood that no ship rolls as deep as a carferry in a big sea, covered with slush ice.) This rolling was soon overcome by dropping both anchors and partly settling her by pumping about 12 feet of water in Number 1, 2 and 4 holds. She stopped drifting then also and none too soon as a sounding showed only 20 feet of water under her keel. Soon ice started making outside of her, forming a bumper against the deep swells rolling in from seaward and she quieted down for the night.

Steamer Wabash was also helpless in this terrific southwest gale and sea, and she, after entering the ice, became fast and drifted down almost to Boat 7 and nearly on the beach. Boat 3 hove into sight from the west shore at 9:30 p.m. and after looking over the conditions here squared away to the northward, heading for the shelter of the Manitou Isle and there awaited a shift of wind.

At 3:00 a.m. the next morning, February 13th, the wind shifted to the northward. This relieved the pressure on the ice surrounding Boat 7 and the Wabash and started knocking the top of the big seas rolling outside from the southward.

After pumping out the holds which shallowed her draft and broke her loose from that ice bound berth, they started working ahead on the one engine and heaving up the anchors which were well fast on the bottom and leading seaward. Slowly she started ahead and gained way

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as she gradually picked up chain, heading out to sea, clearing the ice at 5:25 a.m. With the wind then north, light and clear, they started for Manitowoc on her regular course S.W. by W.

The Steamer Wabash cleared the ice about the same time, but as the weather had moderated Boat 7 needed no further assistance.

Boat 7 made excellent time across the lake and was abreast of Twin River Point at 10:40 a.m. and arrived at Manitowoc breakwater at 11:40 a.m. Here the Tug Pitz took her tow line and assisted her up the river to the Dry Dock. While Boat 7 was working into the dock her port wheel struck some submerged obstruction and broke off three of the four blades and cracked her shaft, thus arriving in the nick of time with no wheels at all. She docked at 4:50 p.m., February 13, and was at sea again on February 18th.

LONE SURVIVOR OF AIRPLANE TRAGEDY RESCUED IN LAKE BY CREW OF BOAT 7

Boat 7 had departed Frankfort at 6:15 p.m. on Friday, June 23, 1933. With the weather calm and clear she was pounding along on the Kewaunee course, steering W. by S.

When about 20 miles out, Quartermaster Arthur Johnson, then on watch at the wheel, while gazing seaward, between glances at the compass, noticed a dark floating object about two points on the starboard bow. Casually pointing he asked the Third Officer, Peter Strom, who was then reaching for the ship's glasses, if it did not look a bit odd.

After a hurried glance through the glasses Strom stopped the boat and pushed the bell which would summon the Old Man. Just then Captain Larson, who had heard faint cries for help from the main deck, stepped through the lee door and immediately changed the course to come alongside and Number One life boat lowered. This life boat was manned by the Second and Third Officers, John Telgard and Pete Strom, able seamen K. White, T. DeWitt, Ed. Gabrielsen and Ellsworth Hoffman.

The lake was calm and visibility good in the twilight. A few hurried strokes of the oars brought them alongside what was found to be a young women practically exhausted perched upon a raft made up of seat cushions and an empty gas tank.

She was gently hoisted over the side into the life boat, followed by the remains of the raft. The boat was then maneuvered alongside, under the falls, made fast and hoisted back aboard. They stopped on the way up at the cabin deck, swung the life boat inboard, assisted their passenger inside the cabin and into the warm berth awaiting her. Here she was made as comfortable as possible by the Hostess.

Twenty minutes from the time Captain Larson reached the bridge the survivor was safely in bed, receiving first aid; the life boat and remains of the raft were stowed away and Boat 7 was again on her course at full speed.

Although suffering from shock and exposure the rescued woman, Mrs. Charles Rennie, Jr., of Traverse City, was able to tell her story.

Her husband, Charles Rennie, vice president of the Rennie Oil Co. of Traverse City, having urgent business in Milwaukee hired a plane for

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a fast trip across the lake. The plane was a new Stinson Junior monoplane, equipped with pontoons for landing on water. It was owned and piloted by Jim Gillette who had made it a party of four by taking George Keller along as a mechanic.

They left the field in Traverse City at 9:50 a.m. Thursday, June 22. It was clear overhead with a light north wind. Just after leaving the land they ran into a dense fog. The pilot decided to set her down and taxi back to the beach and await clear weather for the trip over. Misjudging the nearness of the sea they struck the water so hard that it broke the pontoons.

The plane floated until some time later that afternoon and then sank. In the meantime the men had rigged up a raft from the gas tank and everything else that would float. After placing Mrs. Rennie aboard the raft the men, who had stripped to their underwear, tried to swim towards shore pushing the raft before them.

Gradually becoming exhausted from their efforts and the cold water they lost their grip and one by one they slipped back into the awaiting arms of Davey Jones at the bottom of the sea. Keller was drowned Thursday afternoon, Gillette the same evening, and Rennie hung on until early Friday morning and after giving his wife a watch, an heirloom, and some papers he bade her farewell, let go the raft and disappeared beneath the sea.

Mrs. Rennie, who was thrown into the water by the unbalanced raft when her husband slipped off, climbed back aboard and lay there exposed to the wind and burning sun all that day.

Many ships passed, but none seemed to see her until about 7:15 p.m. Friday when she saw Boat 7 approaching, growing larger and larger with its most welcome nearness and when close to, come to a stop and lower a boat for her.

Arriving at the dock in Kewaunee Dr. F. J. Wochos came aboard and after checking her over said he could see no reason why she couldn't make the trip back home aboard Boat 7. She had received such good care after her rescue that her condition was splendid even after 33 hours on the open sea. Upon arrival in Frankfort Mrs. Rennie was met by relatives and many friends. She has been in good health ever since and still resides in Traverse City.

Capt. Fisher of Frankfort Coast Guard placed a bouy at the position where the plane was picked up. Although all ships kept a sharp lookout for several weeks these men were never found.

About two months after the crash the clothes of the men which they had removed in order to swim more easily were found by the Coast Guard crew under Captain Fred Marsh on the beach of South Manitou Isle, just 33 miles to the northward of the scene of the disaster.

The Wreck of the Fish Tug Jean R.

Monday, March 5, 1934 — Trip 155. Wind southwest, moderate and clear. Boat 7 left Frankfort breakwater at 6 p.m.

Just outside she met the tug Jean R. inbound struggling through the heavy ice fields in an effort to reach the safety of the harbor. After

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These men represent the heads of the 4 departments aboard Boat 7 in 1951

Capt. G. T. Gabrielsen

Purser A. Vogelsang

Chief Eng. M. Dahlgren

Steward C. Charters

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Forward crew of Boat 7, 1951 is represented here by (left to right) Mates: John Telgard, Ed Erickson, Sig Frey, John Lamerson; 2nd Row: Wheelsmen, Art Johnson, Steve Hoffman, Alert Hostad, James Noffsinger; 3rd Row: Lookouts, G. Dragoo, Walter Lintz, Dean Lillie, Clifford Thomas; 4th Row, Watchmen, George Palm, Oscar Midtlyng, Robert Popp, Richard Frederick.

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Part of the engine room crew of Boat 7 in 1951. 1st row (left to right) Eng., C. Lints, E. Ellis, C. Miller, A. A. Wendt; 2nd row: Wiper, A. Behrens; Oilers, O. Priest, L. McConnell, J. Hunsberger; 3rd row: Firemen, H. Palmer, R. Boss, J. Harp, R. Schaeffer; 4th row: Firemen, J. Pace, I. Whitbeck, S. Fortine, R. Peck.

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Crew members of Boat 7 in 1951. Top row (left to right): Cooks, G. Herbert, E. Zeller, C. Muehlmann, Wm. Puckett; Porters, I. Thompson, F. Kentner, C. Hatcher, C. Bloom; Hostesses, O. Benson, B. Z. Wells; Porter, R. Westcott; Patrolman L. McConnell; Sailors, G. Noffsinger, L. Tondu, F. A. Banktson; Porter, A. Johnson.

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Boat 7 had backed up three times vainly trying to assist the Jean R. inside and considering the tug in no immediate danger, she continued on her way.

Shortly after this the wind shifted with gale force from the W. N. W. which started the ice floe shoving to the southward carrying the helpless imprisoned tug along. This rapidly moving floe soon forced the Jean R. against the cement wall of the north breakwater where her crew, realizing that she could not live much longer, scrambled to safety and none too soon. Hardly had they found good footing on the ice coated sea wall when they heard a loud grinding noise and looking seaward they saw large cakes of ice crawl aboard the doomed tug tearing off her cabins. The weight of the ice forced her hull down into the water and sunk her from sight beneath that cold ice covered sea.

After the wind shifted and carried the ice away the Luedtke Engineering Company fished her up and carried her inside on the beach just south of the south pier. Later when the ice left the harbor they placed her upon the dock inside. Here men came over from the Peterson shipyard of Sturgeon Bay and rebuilt her.

She was owned and operated by the Rodal Fish Company one of the oldest families in this trade and is one of the few fishing tugs still in operation. At the time of her sinking she was manned by Captain Louis Rodal, his two sons, Otto and Ludwig, and Peter Troan.

Excerpts from Her Log

On Wednesday, August 19, 1930, Boat 7 towed the disabled Tug Greiling from Frankfort to Manitowoc shipyards. After parting the tow line twice she was two hours and forty minutse late enroute.

On March 21, 1934, while Boat 7 was enroute from Frankfort to Menominee she stopped and broke out the Steamer Stuart which was ice bound at Sturgeon Bay. The Stuart was owned and operated by Captain Anderson of Frankfort.

Saturday, June 29, 1935 — Trip 462. Boat 7 departed Manitowoc at 10:00 p.m. Wind calm and clear. Course N.E. by E.½E.

When just outside they noticed distress flares burning just off her course to the southward and backed down alongside, finding it to be a small craft with motor trouble. Boat 7 wired into Manitowoc station and they relayed the distress call to Two River Coast Guard Station who hurriedly appeared on the scene. Boat 7 stood by until the Coast Guard arrived and then proceeded on her course losing thirty minutes of her running time.

January 11, 1949 — Trip 25. Boat 7 picked up the fish tug Number 37D522 which had broken down five miles outside of Kewaunee and towed her safely inside just before a big blow from the southward came along.

Often the good natured captains of the carferries are hailed down for such jobs as these, also to break out tugs, give tows and assist other crafts at sea. This all causes the delay of sometimes rush freight, etc., which is all at the expense of the Ann Arbor Railroad and in their 59 years of continuous service they have never been known to complain

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in such matters.

The most trips she ever made during one season were 993 in 1928. At this time her known crew was Captain A. L. Larson, First Mate A. E. Frederickson, Second Mate John Telgard, Third Mate Peter Strom, Chief Engineer William Campbell, First Assistant Emil Stolson, Second Assistant James Palmer and Third Assistant Claud Eatman.

Trip 392 — Sunday, June 14, 1931. First mention of finding harbor in fog without the use of hand lead depending solely upon the Radio Direction Finder. Also all sea gates were built higher in 1931.

Only time she had full limit of passengers was on trip No. 554, Sunday, August 4, 1935, when she ran an excursion from Frankfort around the Manitou Isle and back with 375 persons aboard.

August 31, 1936—Put new load line on midships; it became universal about this time.

First mention of new Bendix Sprinkling System in 1937.

Passed the last schooner ever to sail Lake Michigan going north past Frankfort, the Oliver H. Perry, at 5:20 a.m. on July 11, 1939. This schooner was brought up from salt water as the E. T. Wing. She is now at the Marine Museum at Belle Isle Park where the public invested $60,000 in her.

Superintendent O. T. Larson died of a heart attack in a hotel at Manitowoc on December 2, 1945.

She made 940 trips in 1947 carrying 20,974 freight cars and 1,949 autos.

Gyro Compass installed July 29, 1949.

Sunday, March 26, 1950, Boat 7 left Frankfort with a light cargo bound for Manistique. The wind was E. N. E., partly cloudy. Arriving outside of Manistique she found Boat 3 there windbound. Not knowing when boat 3 would come out, Boat 7 hung around outside. (There is only room for one boat here at a time.) Soon the wind increased to gale force and shifted to the southeast, followed by heavy rain and fog. Boat 7 decided to proceed back home for shelter. After spending about 23 hours in the lake traveling 296 miles she arrived at Frankfort at 1:00 p.m., March 27, with the same cargo.

The Disembarkment of Perry Richley

It was a nice warm moonlit summer evening on August 4, 1934, and Boat 7, as usual, had left the northwest slip in Manitowoc on schedule at 10:00 p.m. All was quiet and peaceful throughout the ship when suddenly that dreaded cry of "Man overboard," was sung out to the bridge.

On hearing this Captain Larson immediately reversed the engines, stopping the boat, and dropped the port anchor. While this was being done he also blew the proper signals for manning and lowering life boat No. 3 of which Peter Strom, the Third Mate, was in charge.

While the boat was being lowered Boat 7 brought her search light into play on the body struggling in the water and soon the life boat was alongside and eager hands dragged him over the gunwale into the boat which then came about, was maneuvered under the falls and hoisted back aboard.

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The body was then identified as Perry Richley, a crew member employed as second cook, who, other than being wet and sober, was none the worse for wear.

Boat 7 then hove up her anchor and proceeded on her way, departing Manitowoc breakwater at 10:20 p.m. The whole procedure took only 15 minutes which shows the efficiency of our crews.

* * * * *

After beating her way across the lake in the teeth of a northwest gale Boat 7, while docking at the C. N. W. slip at Manitowoc, Wisconsin, at 4:00 a.m. on November 8th, 1934, had the sad misfortune of losing one of her crew, Theodore Orsen of Frankfort. He was related to the Didricksons

Like all other sailors of our fleet that have been lost in the past his death took place quickly and in a very simple and unexpected manner, being no fault in any way of the ship's crew.

When Boat 7 backed up to the outer end of the dock and put ashore the customary four sailors on the walk at the top of the piling, three men went down on the ground and the fourth, T. Orsen, stayed on top to keep the line from fouling as they all pulled together.

It was their job to pull ashore the head cable with a heaving line and make it fast on the dock to the anchorage placed there for mooring purposes. While they were all pulling on the line, it parted, causing Orsen to lose his balance and fall off the piling into the water, striking his head against timbers on the way down which perhaps caused his immediate death. Every possible effort was made to save him but he sank at once below the surface and did not appear again until the Coast Guard from Two Rivers fished him out at 7:50 a.m. His body was taken to the morgue and later called for by relatives in Frankfort and buried there.

The fact that he did not struggle in the water signifies that he was either dead or stunned from striking the timbers of the dock as he fell. This parting of the line often happens on all ships even with the very best of material. His passing was greatly mourned by all who knew him.

The Wager of Mr. Bell

Trip 484 — Sunday, July 12, 1936, Boat 7 departed Menominee piers at 1:35 p.m. Wind, calm and clear. Course S.S.E. She had 300 people p.m. steering E. by S.

At 4:48 p. m., then 12 miles out of the canal, Mr. Raymond Bell, age 20, from Cadillac, Mich., upon a wager with some of his buddies jumped over the side at the bluff of the bow from the cabin deck on the starboard side. The vigilant deckwatch immediately threw him a ring buoy and hailed the bridge. The officer in the pilot house stopped the ship, called the captain, threw in the alarm switch, and blew the signals for the launching of No. 4 life boat. This was manned by the Third Mate and five able seamen and hit the water five minutes after the alarm, and in 12 minutes more they had Bell, ring buoy and life boat safely back aboard and were underway again. Bell, wet in body and perhaps dry in tongue, unharmed, was turned over to Chief of Railroad Police Patterson who was aboard for

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the trip.

July 19, 1936 — Trip 501.

Just one week later while running another excursion out of Menominee a man from Marinette, upon hearing about the adventure of Mr. Bell, thought he also would put his diving ability to test, and after taking a deep pull out of the bottle he climbed one deck higher than Bell and plunged over the side from the after end of the boat deck on the starboard side. Boat 7 was then just past Chambers Isle in Green Bay on her way back to Menominee, steering W. by S.⅜S. with the wind northeast, light and clear.

A ring buoy immediately followed him over the rail and life boat No. 1, in charge of the Second Officer John Telgard with five able seamen, was used. This took place from 6:21 to 6:38 p.m. when Boat 7 was again underway. The five able seamen in the life boat were Elsworth Hoffman, Alert Hostad, Harold Rathbun, Oscar Norris and Herman Dinger.

Steamer Redfern Sinks Off Point Betsie

The Steamer C. E. Redfern, loaded with pulpwood, sank about two miles off Point Betsie at 11:15 p.m. Sunday night on September 19, 1937, after the Coast Guard Cutters from Frankfort and South Manitou Isle had removed her 15 crew members. She was loaded with 500 cords of eight foot pine and spruce pulpwood and left Nahma, Michigan, in the upper peninsula late Saturday evening, bound for Manistee, Michigan, with her cargo consigned to the Filer Fibre Co.

Shortly after midnight it breezed up from the northwest building up a sea. While the heavily loaded Redfern labored in this seaway she started making water in her holds. Soon her limbers became partly plugged with the fallen bark off the pulpwood making it impossible to keep her dry with the pumps, and she gradually started to fill up and slowly but surely submerge. About 2:00 a.m. she developed engine trouble and displayed her distress signals.

It was this signal that Boat 7, with Captain Chick Hanson in charge, picked up at 3:00 a.m. while steaming on her way north bound for Manistique, having left Frankfort at 1:00 a.m. Boat 7 immediately headed for her wide open and when within hailing distance found it to be the motor ship Redfern with engine trouble, leaking badly with her cargo of pulpwood floating all around her and not having any power was rolling hard in the trough of the sea. Boat 7 opened her storm oil tanks, worked down close to her from the windward, and floated her 8 inch manila tow line down to her. After this was made fast she slowly towed the Redfern along before the wind where she rode the sea that much better. In the meantime Boat 7 had wired in for the local Coast Guard.

At 6:30 a.m. the tow line parted from chafing across her stem. As the Coast Guard cutter was then in sight Boat 7 did not try to again make the tow line fast but kept up to the windward of the Redfern, thus making her lee water and she rode along on that storm oiled covered sea in good shape until the cutter from South Manitou Isle arrived and got a line on him at 7:30 a.m. Boat 7 stood by until the big Cutter Escanaba hove into sight at 8:30 a.m. and then proceeded on her way north after

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being delayed here for 7 hours.

The cutter from Frankfort took off all members of the Redfern crew without one of them getting wet except a watchman who was discovered aboard after the others had abandoned her. He had gone back to his room to pack his gear and along with Mr. Walmer, who was next to the last man off, were the only ones to save any of their personal belongings. Captain O. T. Olsen saved only a clean shirt and a few bills. His license, ship's papers, and personal gear sank with the ship just five minute after the watchman was taken off. A great deal of credit was given the Frankfort crew especially for their splendid seamanship.

Captain Olsen stated that there was no insurance on the boat, but that the cargo was insured. All the crew of fifteen hailed from Marinette, Wisconsin, except one who came from Marysville, Michigan. The known members of the crew were Chief Engineer Walmer, First Mate John Wandaberg and Steward Oliver Thompson, formerly of the Ann Arbor Carferries.

She broke up and sank in 30 fathoms of water about two miles northwest of Point Betsie at 10:05 a.m. Later part of her floating house was towed to Frankfort by the Luedtke Engineering Company and their crane lifted it on the dock, but nothing of any value was found inside.

Members of her crew were taken to Frankfort, fed, and lodged, and most of them returned home the next day on the carferry for Menominee.

For several trips afterwards the carferry ran into part of her floating pulpwood cargo.

The Steamer Redfern was 47 years old having been built by Davidson ship yards at Bay City in 1890 for the Hines Lumber Company, who later sold her to Mr. Ross Wentworth, and he sold her to Captain Orin W. Angwall and Captain Olsen in 1931 for $7,500. She was 181 feet long and had a 35 foot beam and 680 gross tons. At the time of her sinking she was on her twenty-first trip of the season.

* * * * *

Saturday, November 20, 1940 — While entering Manitowoc harbor at 7:55 a.m. with the wind north, fresh and snow, the tug Green Bay with the Steamer A. M. Byers started ahead out of the Riess coal slip. Boat 7 immediately blew him one whistle which the tug answered, but kept on coming out, blocking the channel. In an effort to prevent a collision Boat 7 backed full astern and struck her bow up onto the broken down piling at the end of the old inter north piers where she was hung up until 10:00 a.m. releasing herself with no apparent damage.

The Stranding of Boat 7

Boat 7 departed Frankfort at 10:30 p.m. Saturday, April 10, 1948. The wind was south, strong and cloudy. Steering 283° bound for Sturgeon Bay canal just 53 miles away, enroute to Menominee, Michigan. She had a short cargo of seven loaded freight cars, three empty ones and three autos.

As the wind was blowing hard with a fair size sea running and growing larger, this light cargo necessitated a change of course to the windward, or holding up, in order to make a decent run across the lake.

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After they had held up enough they squared away for the canal with the wind and sea behind her steering 325°. Thus being 11° higher than the canal line up for drift.

It had been raining since midnight with occasional lightening which made the visability poor and also filled the atmosphere with static thus rendering the radio direction finder almost useless.

So with the wind and sea driving her along before this blinding rain storm and even with the time lost in changing courses figured in, Boat 7, like many other ships before her, made much better time than expected and at 4:22 a.m., April 11, just as the captain was about to check her down, she piled up on the sandy beach just south of the canal at full speed coming to a sliding stop without any list.

While the captain backed her wide open in an effort to release her the first officer and lookout examined the bottom in all her holds finding no leaks nor damage of any kind. The watchman's soundings showed 12 feet of water under her stem, 11 feet amidships and 15 feet at her stern. Because the stern sea was breaking as it rolled under her stern and along her sides it was hard to get these soundings exact. While working the engines back and forth and also using her helm they found that she would swing about 15° but would not go astern.

About 9:00 a.m. a small fish tug came sliding alongside with a radio phone aboard and relayed a message, describing the accident to Marine Superintendent Herring at Frankfort. He ordered tugs sent out at once from the Rohn Wrecking Company at Sturgeon Bay. Two tugs arrived at 1:30 p.m., the Spuds and John Roen, III. After the towing bridle was adjusted they started pulling and continued to pull all night with no results, although by pulling at various angles they could swing her about 20°.

The Steamer Wabash arrived at 6:15 a.m. on April 12, and after making fast the six inch hawser of Boat 7 to her stern timberheads she assisted the tugs in pulling. After parting the hawser twice Steamer Wabash left the scene and continued on her way at 10:20 a.m.

Boat 5 arrived at 1:30 p.m. but did not take a line. While she was standing by at 2:00 p.m. Boat 7, with two tugs doing their very best started astern and after casting off the tow lines proceeded on her way to the canal at 2:25 p.m.

Captain H. B. Meno, our former Superintendent of Marine, who was assigned to the case as a Marine Surveyor came aboard on a tug and reported no damage after checking Boat 7 over from stem to gudgeon. Boat 7 in taking to the beach was very fortunate in picking that particular spot in which to park as it was the only sandy place for miles along that rock bound coast.

Boat 7 was docked this same year in October and a complete survey of her bottom showed no damage from this beaching at full speed. She fared much better than the dutch ship, Prince William, that after coming half way around the globe hit the beach during a dense fog almost in this same place and tore out $100,000 of her bottom.

Forward Crew On Maiden Trip

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B. F. Tulledge, Master—Dead
Magner G. Roen, First Mate—Master, Boat 5
Willard G. Beaucock, Second Mate—Master, Boat 6
Thomas W. Davis, Third Mate—Boat 5

Purser, William C. Reynolds—Manager Bethlehem Shipbuilding Corp., Baltimore, Maryland.

Wheelsman: Gust Gabrielsen—Master Boat 7; Stanley Steinberg—2nd mate Steamer Wabash; Frank Pelizity—Dead.

Lookout: Grover Noffsinger—Boat 3; Gus Olson—Wabash; Fred Harris—Frankfort

Watchmen: Ole Norvick; Oscar Carlson; Marshall Crawford—Frankfort

Deckhand Loy Moyna

After Crew

Chief Engineer O. T. Larson—Dead
First Assistant G. Johnson—Dead
Second Assistant Tige Mauseth—Dead
Third Assistant Gus Wallin—Retired

Oilers: Herb. Brokstad—Chief Pere Marquette 21; Alfred Anderson; Sheldon Gilbert—Oiler, Boat 7

Firemen: Roland Sandford; Ray Schaeffer—Fireman, Boat 7; Lon Eickenbery; Robert Adler; Jess Bunker—Lightkeeper, Menominee; George (Bud) McConnell—Cement, Elberta

Coal Passers: Johan Stolson—Dead; Eskel Sjoholm—Chief Pere Marquette 31; Lawrence Snyder.

Galley Crew Boat 7, Maiden Trip

Ed Olsen, First Cook—Dead
Mrs. Bert Bancroft—Platte
Mrs. George Carter
Mr. George Carter
Butch Chambers, Porter—Dead
Charley Wilson—Cabin Watch

Masters: B. F. Tulledge, A. L. Larson, B. H. Hansen, Al Straubel, Gust Gabrielsen

Chief Engineers: O. T. Larson, William Campbell, Stanley Hawkins, M. Dahlgren

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LATER HISTORY OF THE

ANN ARBOR CARFERRIES No. 6 and 4

By

Arthur C. and Lucy F. Frederickson

Frankfort, Michigan

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