The S.S. William A. Irvin is a retired Great Lakes bulk ore carrier.
Engine Room

The steam turbine gave the *Irvin* a cruising speed of 11 mph.
Engine Room

Electricity for the boat is produced through two steam turbine generators.
Engine Room

The control panel for the steam turbine, including Chadburn telegraph system.
Engine Room

Skylights above engine room allow for ventilation and natural lighting.
Stern

The signature painted smoke stack, steam horns, and air scoops on the stern of the *Irvin*. 
Pilot House
Controls on the bridge, located at the top of the boat’s forward superstructure.
Pilot House

Controls for the magnetic compass and ship’s bell.
Pilot House

The *Irvin’s* steering wheels. The small green wheel is electric, and the larger wooden wheel is a hydraulic back-up.
Pilot House
The gyroscopic auto pilot and brass voice tube to the captain’s quarters.
Pilot House

Radio direction finder to help navigation
The *Irvin* has 3 cargo holds with a total capacity of 14,000 tons, and 18 hatches.
Hatch Crane

This electric hatch crane is used to lift the steel hatches (weighing several tons each) for loading
The Hullett - Unloading Mechanism

The Hullett was the standard unloading method until self-unloaders became common.
The Irvin still holds the record for the shortest unloading time by a Hullett---13,856 tons of ore were unloaded in 2 hours, 55 minutes on August 27, 1940 at Conneaut, Ohio.
Stern of the *Irvin*
Irvin’s galley
Crew’s dinning room
Officers’ dining room
The Irvin was one of the first boats constructed with a tunnel underneath the spar deck built over the top of the side ballast tanks to allow the crew to safely move from the bow to stern in rough weather.
Irvin’s bow
Guest section stairway
Guest stateroom
State room showing chairs and an electric fireplace
State room - with a full bath
Guest dinning room paneled in oak with fine china dinnerware
Extra chefs and a waiting staff would be hired to take care of guests.
Guest lounge. It is oak paneled and is furnished with couches, chairs and tables.
Guest lounge
The *Edwin H. Gott* replaced the *Irvin* and the rest of the *Governor Miller* class which had become obsolete and uneconomical to operate. The *Gott* has a capacity of 60,000 tons—more than 4x the *Irvin’s* capacity and is a self-unloader. *Irvin* made her last trip in December 1978 carrying a load of coal from Sandusky, Ohio to Duluth.
References
• Visit to the William A. Irvin on August 1, 2007.
• Hullett Unloader pictures from:
  – Wikipedia
  – Great Lakes Historical Society website
  – William G. Mather website