

# A Tour of the S.S. William A. Irvin

by Harry Bircher

Dept. of Geological & Environmental Sciences  
Youngstown State University



**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



# Cargo Hold

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.
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- Hullett Unloader pictures from:
  - Wikipedia
  - Great Lakes Historical Society website
  - William G. Mather website