

Detroit & Cleveland Steam Navigation Company, an interesting coincidence in view of the fact that Boland & Cornelius had named MORRIS S. TREMAINE for a director of the D&C. McCarthy served D&C on a commission basis, obtaining autos for transport in D&C boats from Detroit to Cleveland and Buffalo. However, the D&C ships were sidewheel passenger steamers, and their auto capacity was severely limited. Having outsold D&C's auto shipment capacity, McCarthy decided to strike out on his own, and hence came the alliance with Foster and Ranahan, which was to last for many years.

We are not certain what colours the INGALLS and TREMAINE wore during their first few years of McCarthy service, but the TREMAINE was acquired by Automotive Trades on July 8, 1936, and the INGALLS on October 2nd of that same year. It is likely that they soon began to wear the stack design which became traditional for McCarthy ships, and which was designed by his son-in-law, Robert Nicholas Joynt. It incorporated a black funnel with a broad red band, on which were superimposed a large, white letter 'M', and a smaller, green letter 'C'. The hulls later became green, but it is likely that they still were black in the early years of McCarthy operation.

The INGALLS and the TREMAINE carried autos on their spar decks, although at first they were not specifically equipped to do so apart, perhaps, from boards laid over the deck to raise the effective deck level to that of the hatch covers. The D&C had more autos to transport at this time than its passenger steamers could accommodate, and so it contracted with McCarthy to move the excess tonnage.

New enterprises sometimes take a while to develop their full potential, however, and Automotive Trades did not immediately have enough cars to move to keep both the TREMAINE and the INGALLS busy. Accordingly, it was announced in the press on April 30, 1937, that GEORGE H. INGALLS would be chartered for that season to the Cleveland-Cliffs Steamship Company, and this report turned out to be quite correct. The INGALLS was given the usual all-black hull and dusty-green cabins of the Cliffs fleet, while her stack was all black during the charter, without the big red letter 'C' that most Cliffs boats carried. The TREMAINE remained in Automotive Trades service, carrying autos for the D&C through the 1937 season.

The INGALLS was taken back by Automotive Trades for the 1938 season, but she was not repainted immediately, and she still was wearing Cleveland-Cliffs cabin colours when, on November 11, 1938, she was at the Toronto Elevators Ltd. plant in Toronto Harbour, unloading a cargo of corn brought from Chicago. Not only did the "Toronto Telegram" have a photographer capture the scene at the elevator that day, but our late secretary, John H. Bascom, also photographed the unusual event. The ship's master, Capt. James T. Canally, was interviewed by "The Tely", and he said that the INGALLS would return to spend the winter at Toronto with a storage cargo of corn. We believe, in the absence of information to the contrary, that she did so.

Hence, it was not until the 1939 season that GEORGE H. INGALLS lost her Cleveland-Cliffs livery. That year, both she and the TREMAINE were partially rebuilt to make them more suitable for the automobile trade. Cars not only were to be carried on the spar deck, but elevators were installed so that autos could be lowered to the tanktops for additional stowage. Ports were cut through the bulkheads at tanktop level to allow for auto movement between cargo holds, but as yet there were no 'tween decks installed.

The 1941 season saw MORRIS S. TREMAINE renamed (c) T. J. McCARTHY, in honour of her principal owner, but no rename was given to the INGALLS. Something else happened that year, however, that was to have significance for our sistership auto carriers; on December 7th, Japanese forces attacked Pearl Harbour, on the Hawaiian Island of Oahu, precipitating the entry of the United States of America into World War Two, which had involved much of the world since 1939.