

## GLENMOUNT (II) REVISITED

In the February issue, we featured as our Ship of the Month No. 247 the composite-hulled bulk carrier FAYETTE BROWN (II)(11), (b) OMEGA (17), (c) GLENMOUNT (II). She was built by the Detroit Dry Dock Company at Wyandotte, Michigan, in 1887, and she lasted until 1924 or 1925, when she was dismantled at Wye Beach, near Midland, Ontario. For some months now, we have been hoping to do a follow-up on this feature, but space has not been available. At long last, we now have room to tell a bit more of the steamer's story, and so we are pleased to do so before we enter our "summer holiday" period.

Member Jack Messmer has been able to provide us with a number of newspaper items which help us to understand better what kind of a ship FAYETTE BROWN was, and to discover some of the incidents in which she was involved. We begin with a report which appeared on page 5 of the May 12, 1887, issue of "The Marine Record".

"Wyandotte - The Composite steamer FAYETTE BROWN will be launched from the Detroit Dry Dock Co.'s shipyard, Wyandotte, on Saturday, the 14th at 10 a.m. Her dimensions are, length on waterline 250 feet, overall 266 feet; beam 40 feet outside frames, 41 feet outside planking; moulded depth 21 and a half feet. She is differently constructed from anything yet built. She has three strakes of iron topsides, and is planked below those by 6 inch oak planks. All her construction parts are of iron, underneath the planking on the bilges runs a strake of iron plating 3 and a half feet wide, to which connects a system of diagonals, fastened to the bottom of the top cord. Her floors (bottom) are 27 inches deep and 5 eighth thick. She has a continuous center keel plate, and a pair of intercostals. On top of the floors are the center and two keelsons.

"She is strengthened by four water tight bulkheads, and a sufficient number of web frames. The appliance of the center board box for an iron vessel will be an experimental one. The center board is arranged forward of the fore hatch and only extends as far up as the orlop deck beams, which deck consists of 8 inch Ibeams, without planks except aft near engine and boilers, where an iron deck for coal bunkers is laid. The upper or spar deck consists of 7 inch bulb beams planked with 4 inch pine, diagonally strapped. The hatches are arranged in pairs, having an iron stringer, 4 feet wide, in between. A special hatch is provided, between engine and boiler, to facilitate trimming.

"Her machinery will comprise triple expansion engine, 20, 30 and 52 by 40 inch stroke (we believe the diameter of the high-pressure cylinder actually was 19 inches -Ed.), boilers of the Scotch type 11 x 11 each, having two 40 inch (square feet of grate? -Ed.) furnaces, calculated to stand pressure of 150 pounds. Steam steering and hoisting gear and the American Ship Windlass Co.'s steam capstan and windlass. She will carry three masts, with fore and aft sails. Her cabins, engine-room, etc., will be fitted with the best modern improvements. She is being built for Captain E. M. Peck, of the N.W.T. Co. Her designer is Fred Bailin, of the Detroit Dry Dock Co."

The "Buffalo Daily Courier" of May 16, 1887, reported: "The stm. FAYETTE BROWN, which was launched at Wyandotte last Saturday, is 266 ft. long over all, 40 ft. beam, 21 3/4 ft. hold. She has a triple expansion engine with cylinders of 20 (19? -Ed.) 30 and 52 inches and 40 inch stroke; 2 Scotch boilers 11 by 11 ft. each, to carry 150 pounds steam. She has steam steering gear, capstan and windlass. She is 3 masted. Her hull is composite."

In our original feature, we mentioned an 1894 incident in which the BROWN sank the tug O. W. CHENEY in a collision at the Soo. The item we had was taken from the September 4, 1894, issue of the "Port Huron Daily Times", but it gave no actual date for the accident. The "Buffalo Morning Express" of August 25, 1894, reported: "Sault Ste. Marie, Aug. 24 - The steamer FAYETTE BROWN, coal laden and bound up, crashed into the tug CHENEY, tied up at