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Christopher Columbus: Milwaukee Public Library ship information and data record.

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Name CHRISTOPHER COLUMBUSMILWAUKEE PUBLIC LIBRARY
Ship Information and Data RecordOfficial No. 126952

BUILT: 1893 at Superior, Wis. by American Steel for World's Fair S.S. Co Rig St.s. Hull Steel
Barge Co. Whaleback Hull no. 128

OPERATING DATA		DIMENSIONS				
ENGINES Type: Triple Expansion Cyl. & St.: 28-42 & 70 x 42 H.P.: 3040 Rev.: 95 Built by: S. F. Hodge & Co. Year built: Detroit 1892		BOILERS Type: Scotch No.: 6 Size: 11-1/6d x 121 Press.: 170 lbs. Built by: Cleveland Ship Bldg. Year built: Co., Cleveland 1892		G.R.T. 1511 LENGTH 362.0 HATCHES No. Cap.	NET T. 946 BEAM 42.0 SIZE CENTERS	DRAFT 24.0
		COMPARTMENTS No. Cap.				

HISTORY: Designed by Capt. Alexander McDougall as his only passenger whaleback, she was completed in 87 days from the time her keel was laid in September 1892.

During her first year, it is estimated she carried over two million passengers between the World's Columbian Exposition at Jackson Park and downtown Chicago. After the Expo, she was purchased by the Hurson Line of Chicago and placed on daily roundtrip runs to Milwaukee in direct competition with the Goodrich Line's VIRGINIA. In 1898 she was first chartered and then bought by the Goodrich Line. Around this time she had the nickname the "Marriage Ship." She earned this from Illinois couples who didn't want to wait the required length of time before a marriage license was granted and sailed to Wisconsin which did not have this requirement.

In 1899-1900 the COLUMBUS was overhauled and a third deck was added. She was painted with Goodrich's colors - black hull, white topside, and a red stack.

On June 30, 1917, a strong current in the Milwaukee River caused the COLUMBUS to veer into the dock of the Yahn-Lange Drug Co. at the junction of the Milwaukee and Menomonee rivers. The overhanging "snout" of the ship severed two supporting legs of a water tank causing it to fall over onto the COLUMBUS; 17 people lost their lives. She was taken to Manitowoc for repairs and returned to service in 1918.

She laid up at Manitowoc permanently about 1929-30, and was scrapped there the summer of 1936. Her engine and boilers were sold to Japan.

Her well-known Captain, from 1904 on, was Charles E. Moody of Milwaukee.

ILLUSTRATIONS: several in file; see oversize and mounted

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