

FURHMAN MARINE FILE
FINDING GUIDE

Accession: 730

Inclusive Dates: 1939-1951

Cubic Feet: 6.7 cu. ft.

Hollinger Boxes: 17

Series Description:

- Series I: Vessel Trip Logs
- Series II: Coal Shipments
- Series III: Commissary Reports
- Series IV: War Shipping Administration
- Series V: Sale of Vessels
- Series VI: Miscellaneous Information
- Series VII: Employee Records
- Series VIII: Ship Communication
- Series IX: Marine Traffic Correspondence

SCOPE AND CONTENT NOTE

Accession #730 contains the Furhman Marine Records. The material covers a wide scope of Ford Marine Department ship movement and activity, vessel conditions and marine employee reports. The period of marine vessel activity covered is from 1939-1951, which includes the war years. The War Shipping Administration requisitioned several Ford marine vessels during this period, and the damage claims and settlements are covered in this accession.

Series I embraces the vessel trip logs. Coverage of two significant ship trip logs are included, the M.S. Benson Ford (1944-1950) and the M.S. Henry Ford (1947-1950). A miscellaneous file of trip logs comprising various vessels, tugs and barges from 1941-1943 is also found. Among the vessels covered in the file are the Lake Inaha, Lake Crystal, Lake Folcroft, Lake Farge, Lake Frugality, Lake Freeland, Lake Frument, Lake Pleasant, Lake Sapor, S.S. Chester, S.S. Edgewater, and the Buttercup.

Series II covers the daily coal shipments to the vessels from the Eastern Coal Corporation and the Antherfine Coal Co. during the period from 1945-1949. In addition to daily reports, there are summary reports, and correspondence files between the Ford Marine Department and Commercial Testing and Engineering Co., Chicago, Illinois.

Series III includes the commissary reports. Detailed operating reports on the Highland Park commissary from 1940-1942 are covered. The monthly meal reports and the monthly item inventory of food on board various vessels are listed for the year 1945. Food invoices from the Detroit Marine Supply Company in 1951 cover the M.S. Benson Ford and the M.S. Henry Ford II.

Series IV includes correspondence covering the involvement of the War Shipping Administration and Ford Marine Department in the war effort. The War Shipping Administration requisitioned several marine vessels from Ford Motor Company. Five of the ships requisitioned were sunk, including the M.S. East Indian, S.S. Oneida, S.S. Onondaga, M.S. Green Island and the M.S. Lake Oswega. Correspondence pertaining to these three ships covers the insurance premiums, insurance coverage, reimbursement on the lost vessels and the cargo shortages is contained in the series.

Series V pertains to the repair and sale of various vessels after the war. The following ships comprise the list of those sold: S.S. Chester, S.S. Edgegater, M.S. Norfolk, M.S. Ormoc, Lake Allen, Buttercup, Lake Louise and the tug Barralton.

Furhman Marine File
Accession #730

Biographical Note

A part of the original construction of the Ford Rouge Plant in Dearborn was the dredging operation of the Rouge River and the building of the boat slip and dock facilities to allow for the utilization of water transportation. A total cost of ten million dollars and six years (1917-1923) was needed to complete the project which included building a turning basin and five bridges in addition to expanding the River in width and depth. Impressed by the economy of water borne cargo, Ford ordered all the new branches and subsidiaries to be placed at deep water facilities, and in 1919 considered acquiring his own fleet of ships.

Ford purchased the S.S. Oneida and the S.S. Onondaga to carry ore and lumber from the Ford properties in northern Michigan to the Rouge Plant. The first trip into the new channel was made by the S.S. Oneida in July, 1923. These ships began on an experimental basis, and after it proved feasible, began carrying automobile and tractor parts to assembly plants along the southern coast of the United States and South America.

In 1923, the American Shipbuilding Yards at Lorain, Ohio, and the Lakes Engineering Works at Ecorse began constructing the steel freighters, M.S. Henry Ford II and the M.S. Benson Ford. The two ships, among the largest lake boats in operation, were 612 feet in length, 62 feet in beam and 32 feet in depth and weighed 12,500-13,500 tons with a speed of 12-14 knots. They had 3000-3500 h.p. diesel engines. The ships were launched in August, 1924.

Due to the success of the S.S. Oneida and the S.S. Onondaga, Ford added a fifth vessel in 1925, the steamer M.S. East Indian. This ship was a large ocean-going vessel and enabled the company to ship parts to their European plants.

By 1941, twenty-eight ships, tugs, and barges were in operation under the Ford Marine Department. These included the following: M.S. Henry Ford II, M.S. Benson Ford, four canal boats, five tugs, eleven barges, five ocean-going ships and a Harbor tug, "Dearborn". The United States War Shipping Administration requisitioned several marine vessels from Ford Motor Company during World War II. During 1942, five ships from the Ford Marine Department were sunk. These vessels were: M.S. Lake Oswega, M.S. Green Island, S.S. Oneida, S.S. Onondaga and the M.S. East Indian. Following the war, Ford sold all the ships except the M.S. Henry Ford II and the M.S. Benson Ford. To fulfill the need for marine vessels, Ford chartered outside ships. In 1953 the S.S. William Clay Ford was commissioned.

Series VI comprises miscellaneous correspondence and data involving the ships, vessel inventories, charter information, cargo information, fuel reports and the cleaning of various vessels. Material covered by the accession series include damage and claim settlements on damaged and sunk ships after the war, a proposal to ship automobiles by marine vessel, the dredging of the Rouge River and the building of a boat house.

Series VII covers employee records. The correspondence and contracts of the National Marine Union are covered from 1941-1949. Records pertain to wage rates, seniority, grievances, personnel administration and separation of marine department personnel.

Series VIII pertains to the communications on board, primarily the M.S. Benson Ford and the M.S. Henry Ford II. Radio and telephone logs, a sound movie projector (includes a list of FMC films available) and radio licenses and invoices are included. Ford Marine Department miscellaneous invoices covering the years 1943, 1946, and 1950 are added to this series.

Series IX contains marine traffic correspondence from 1939-1949. The bulk of the correspondence is from 1948, and is broken down alphabetically.

ACCESSION 730

FURHMAN MARINE FILE

(17 Hollinger Boxes)

NOTE: The original boxes housing this collection spelled the name of "Furhman" as listed above; however, the only references to this person within this accession appear in Box 10, Folder 59, and the spelling that is used on those documents is shown as "Fuhrman" (Mr. J. A. Fuhrman). The most prominent name appearing in this accession is that of Mr. N. J. Ahrens, Marine Department.

BOX 1

Vessel Log Sheets (including engineer's work and abstract log)
Vessel: M.S. Benson Ford

Folder 1

Trip #1 (Apr. 18, 1944)-Trip #15 (July 7, 1944)

Folder 2

Trip #16 (July 10, 1944)-Trip #30 (Sept. 15, 1944)

Folder 3

Trip #31 (Sept. 16, 1944)-Trip #44 (Oct. 25, 1944)

Folder 4

Trip #1 (Apr. 30, 1947)-Trip #15 (Aug. 4, 1944)

Folder 5

Trip #16 (Aug. 6, 1947)-Trip #30 (Oct. 19, 1947)

Folder 6

Trip #31 (Oct. 20, 1947)-Trip #45 (Dec. 5, 1947)

Folder 7

Trip #1 (Apr. 18, 1948)-Trip #16 (July 8, 1948)

Folder 8

Trip #17 (July 10, 1948)-Trip #32 (Sept. 18, 1948)

Folder 9

Trip #33 (Sept. 18, 1948)-Trip #50 (Dec. 20, 1948)

BOX 2

Vessel: M.S. Benson Ford (continued)

Folder 10

Trip #1 (Apr. 5, 1949)-Trip #15 (July 13, 1949)

Folder 11

Trip #16 (Apr. 15, 1949)-Trip #30 (Sept. 28, 1949)

BOX 2 (continued)

Folder 12

Trip #31 (Oct. 1, 1949)-Trip #37 (Nov. 9, 1949)

Folder 13

Trip #1 (Apr. 26, 1950)-Trip #15 (July 8, 1950)

Folder 14

Trip #16 (July 12, 1950)-Trip #30 (Oct. 1, 1950)

Folder 15

Trip #31, (Oct. 2, 1950)-Trip #43 (Dec. 17, 1950)

Vessel: M.S. Henry Ford II

Folder 16

Trip #1 (Apr. 2, 1947)-Trip #15 (July 14, 1947)

Folder 17

Trip #16 (July 17, 1947)-Trip #30 (Oct. 10, 1947)

Folder 18

Trip #31 (Oct. 13, 1947)-Trip #41 (Dec. 3, 1947)

BOX 3

Vessel: M.S. Henry Ford II (continued)

Folder 19

Trip #1 (Apr. 18, 1948)-Trip #15 (July 7, 1948)

Folder 20

Trip #16 (July 9, 1948)-Trip #30 (Sept. 27, 1948)

Folder 21

Trip #31 (Sept. 28, 1948)-Trip #43 (Dec. 1, 1948)

Folder 22

Trip #1 (Apr. 5, 1949)-Trip #16 (July 5, 1949)

Folder 23

Trip #17 (July 8, 1949)-Trip #32 (Sept. 22, 1949)

Folder 24

Trip #1 (May 2, 1950)-Trip #15 (July 20, 1950)

Folder 25

Trip #16 (July 22, 1950)-Trip #30 (Oct. 8, 1950)

Folder 26

Trip #31 (Oct. 10, 1950)-Trip #41 (Dec. 17, 1950)

Folder 27

Misc. trip logs of various vessels, tugs and barges, 1941-1943
(including Lake Inaha, Lake Crystal, Lake Folcroft, Lake Farge, Lake
Frugality, Lake Freeland, Lake Frument, Lake Pleasant, Lake Sapor,
S.S. Chester, S.S. Edgewater, and Buttercup)

BOX 4

Eastern Coal Corporation
Daily Coal Shipments to Boats

Folder 28
Jan. 1948

Folder 29
Feb. 1948

Folder 30
Mar. 1948

Folder 31
Apr. 1948

BOX 5

Folder 32
May 1948

Folder 33
June 1948

Folder 34
July 1948

Folder 35
Aug. 1948

BOX 6

Folder 36
Eastern Coal Corporation
Daily Pond Creek Coal Shipments, 1945-1950
(includes some "low volatile" and "steam" coal shipments, 1947-1950,
plus several summary sheets)

Folder 37
Antherfine Coal: Coal Floated from Toledo, Buffalo and Sandusky Docks,
1945-1949

Folder 38
Coal Sampling: Correspondence, July 8, 1946-March 8, 1949

BOX 7

Folder 39
Commissary - Operating Report - Highland Park, Aug.-Dec. 1940

Folder 40
Commissary - Operating Report - Highland Park, Jan.-Dec. 1941 and Feb. 1942

BOX 7 (continued)

Folder 41

Meal Report, monthly (crew plus V.I.P's), Mar.-Dec. 1945

Folder 42

Food Inventory on Board Vessels, monthly, Mar.-Dec. 1945

Folder 43

Food Invoices, M.S. Benson Ford, 1951 (Detroit Marine Supply Company)

Folder 44

Food Invoices, M.S. Henry Ford II, 1951 (Detroit Marine Supply Company)

BOX 8

Folder 45

War Shipping Administration, 1942-1946, misc. correspondence

Folder 46

Vessel Charters, 1943-1945 (vessels requisitioned by the War Shipping Administration)

Folder 47

Vessel Charters (canal vessels), 1942-1948 (vessels requisitioned by the War Shipping Administration) (also included is the Time Charter of the U.S. Maritime Commission and correspondence relating to the sinking of three vessels: M.S. East Indian, S.S. Oneida, and S.S. Onondaga)

Folder 48

Sale of various vessels to the War Shipping Administration and others; related insurance coverage, 1942-1947

Folder 49

Claims paid by the War Shipping Administration: insurance premiums, reimbursement on lost vessels and cargo shortages

Folder 50

Calculation of charges against the War Shipping Administration, 1942-1943

Folder 51

Vessels requisitioned by the War Shipping Administration and the return of Barges Lake Hemlock and Lake Crystal to Dearborn, 1942-1943 (included is the Merchant Marine Act of 1936, as amended)

BOX 9

Folder 52

Sale of vessels, 1946-1947: S.S. Chester, S.S. Edgewater and M.S. Norfolk (includes summary of Ford vessel operations, 1946)

Folder 53

Repair and sale of S.S. Edgewater, 1942-1947 (includes some misc. information on S.S. Chester)

BOX 9 (continued)

Folder 54

Sale of the M.S. Norfolk and other misc. correspondence, 1941-1950

Folder 55

Sale of the M.S. Ormoc, 1946-1947

Folder 56

Sale of the Tug Barralton, 1944-1945

Folder 57

Bills of sale for vessels: Lake Allen, Buttercup & Lake Louise (1942-1944);
charters for vessels: Barrallton, Lake Hemlock, Lake Crystal (1944);
misc.: Chester (1943), employee wage rates, etc.

BOX 10

Folder 58

Steamer W. D. Rees: damage, claims, repairs, 1947-1948

Folder 59

Steamer W. D. Rees: photographs of damage and repair, 1947-1948

Folder 60

S.S. Chester: misc. correspondence, 1942-1946

Folder 61

Vessel inventories, 1942-1944: Tug Humrock, Barge Lake Farge, and Barge Lake Frumet

Folder 62

Barge Lake Crystal, 1942-1944: misc. file (includes some information on Barge Lake Hemlock and Tug Buttercup.....NOTE this folder contains a few references to the name FUHRMAN)

Folder 63

S.S. Oneida and S.S. Onondaga, 1942-1945: misc. data and charter information

Folder 64

Misc. correspondence regarding vessels, 1942-1944: Tugs Barrallton and Buttercup, and Barges Lake Hemlock, and Lake Crystal

Folder 65

S.S. Lake Osweya -- sunk Feb. 19, 1942 (correspondence regarding life saving equipment on board, and list of crew members, 1944-1946)

Folder 66

Correspondence regarding the sinking of M.S. East Indian (includes two photographs of the ship and one Pilot Chart of the South Atlantic Ocean), 1942-1943

BOX 11

Folder 67

Shipping autos via boat, 1945-1948 (includes a proposal to use an L.S.T. Landing Ship, photos of several vessels, blueprint of an auto transport barge, cost estimates, insurance and claims, map of inside route from New York to Key West, etc.)

Folder 68

Dredging of Rouge Boat Slip, 1948

Folder 69

Insurance - ocean vessels, 1942-1947 (NOTE: this folder was empty at the time of the inventory and reboxing, Oct. 1982)

Folder 70

Lake cargoes floated, 1942-1943: listings are by vessel and by cargo (coal, stone, grain, coke, lumber, sand, ore)

Folder 71

Receiving reports, May 1946-Jan. 1947

Folder 72

Permits needed to load coal into railcars and steamships, 1946

Folder 73

Diversions, 1949 (railcar coal shipments)

Folder 74

Flue dust cargoes, 1948-1949

Folder 75

Fines - overloading, 1948-1949

Folder 76

Cleaning of vessels M.S. Henry Ford II and M.S. Benson Ford, 1947-1949

Folder 77

Monthly marine fuel report, March-Dec. 1945

Folder 78

Equipment, 1946-1948

Folder 79

Marine boat house, 1948

Folder 80

Purchase information on vessels being offered for sale to Ford Motor Company, 1951 (Merchant Ship Sales Act of 1946)

BOX 12

Folder 81

U.S. Maritime Commission - claims and settlements, 1946-1951

BOX 12 (continued)

Folder 82

National Maritime Union - misc. correspondence and contracts, 1941-1945

Folder 83

National Maritime Union - misc. correspondence and contracts, 1947-1949

BOX 13

Folder 84

Foreman's Association of America, 1944-1946: agreements, personnel administration, grievances, seniority, wage rates, etc. (as related to marine personnel)

Folder 85

Foreman's Union (NOTE: this folder was empty at the time of the inventory and reboxing, Oct. 1982)

Folder 86

Lake Carriers Association: correspondence and circulars, 1950-1951

Folder 87

Employee Record of Service cards, 1950 (showing "quit" and "laid-off" individuals at the Rouge and on board the M.S. Henry Ford II)

Folder 88

Employee Record of Service cards, 1951 (with "Separation Report" sheets)

Folder 89

Wages - correspondence, Dec. 1942-Feb. 1949 (includes extract from the Federal Register, Dec. 3, 1942 - "Stabilization of salaries")

Folder 90

Instructions, 1948: Highland Park Commissary discontinued, food orders, cash vouchers, travel expense reports, determination of weights on inbound raw materials, engineering services requested)

Folder 91

New York State - canal system (1932, 1936, 1952 and misc.)

Folder 92

Edgewater Plant (New Jersey) - correspondence, 1944-1947 (includes information on vessel charter disputes, the War Shipping Administration, sale of vessels and related marine equipment, and government financial statements (1942-1946) related to the charter of Ford vessels)

BOX 14

Folder 93

Communications - radio/telephone, 1948-1950 (Great Lakes Treaty with Canada)

BOX 14 (continued)

Folder 94

Sound movie projector on board vessels M.S. Benson Ford and M.S. Henry Ford II, 1948 (includes a listing of available films from Ford Motor Company Film Library)

Folder 95

Radio logs, 1949 - M.S. Benson Ford and M.S. Henry Ford II (includes information regarding a Great Lakes Treaty with Canada)

Folder 96

Radio licenses, 1940-1945

Folder 97

Customs Department, Canada, 1901 - "Summary of Customs Manifesting and Coasting Regulations"

Folder 98

Ships - revenue and expenses, 1943-1944

Folder 99

Invoices, 1943

Folder 100

Invoices, 1946

Folder 101

Invoices, 1950 (alphabetical)

BOX 15

Folder 102

Marine Traffic Correspondence, 1939-1941

Folder 103

Marine Traffic Correspondence, 1948 - "A"

Folder 104

Marine Traffic Correspondence, 1948 - "B"

Folder 105

Marine Traffic Correspondence, 1948 - "C"

Folder 106

Marine Traffic Correspondence, 1948 - "D"

Folder 107

Marine Traffic Correspondence, 1948 - "E"

Folder 108

Marine Traffic Correspondence, 1948 - "F"

BOX 16

Folder 109

Marine Traffic Correspondence, 1948 - "G"

Folder 110

Marine Traffic Correspondence, 1948 - "H"

Folder 111

Marine Traffic Correspondence, 1948 - "I" and "J"

Folder 112

Marine Traffic Correspondence, 1948 - "K"

Folder 113

Marine Traffic Correspondence, 1948 - "L"

Folder 114

Marine Traffic Correspondence, 1948 - "M"

Folder 115

Marine Traffic Correspondence, 1948 - "N"

BOX 17

Folder 116

Marine Traffic Correspondence, 1948 - "O"

Folder 117

Marine Traffic Correspondence, 1948 - "P"

Folder 118

Marine Traffic Correspondence, 1948 - "R"

Folder 119

Marine Traffic Correspondence, 1948 - "S"

Folder 120

Marine Traffic Correspondence, 1948 - "T"

Folder 121

Marine Traffic Correspondence, 1948 - "U"

Folder 122

Marine Traffic Correspondence, 1948 - "Y"

Folder 123

Marine Traffic Correspondence, 1948 - Branches

Folder 124

Marine Traffic Correspondence, 1948 - Personal Notes

Folder 125

Marine Traffic Correspondence, 1949