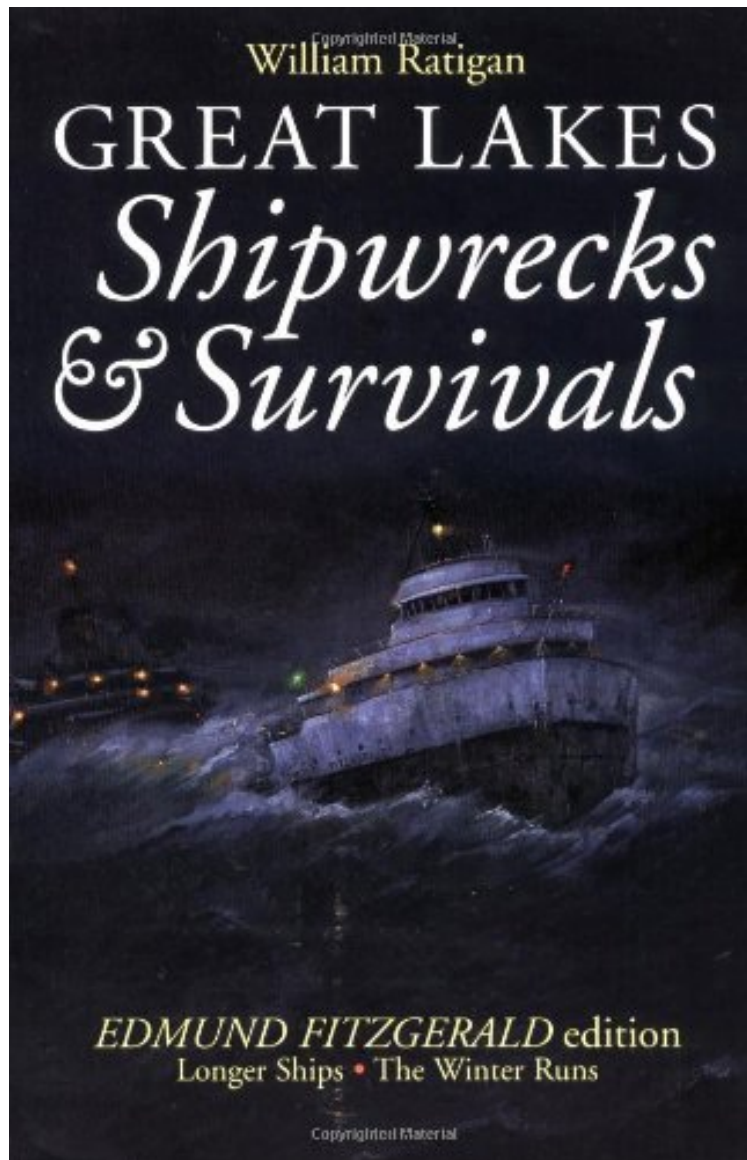


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Great Lakes: Shipwrecks Survivals

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#91801 in Books William Ratigan 1977Original language:EnglishPDF # 1 9.00 x 1.01 x 6.00l, 1.17 #File Name: 0802870104386 pagesGreat Lakes Shipwrecks and Survivals | File size: 69.Mb

William Ratigan : Great Lakes: Shipwrecks Survivals before purchasing it in order to gage whether or not it would be worth my time, and all praised Great Lakes: Shipwrecks Survivals:

0 of 0 people found the following review helpful. Author is Reliably ExcellentBy Natalie GrenfellAuthor is both factual and (despite the awfulness of ships and their crew being lost in the Great Lakes) has a great sense of humor. Non-readers should pick this one up. They would be hooked after the first few pages. The author also wrote a

novelized version of the building of the Soo Locks in the Great Lakes and another novelized book about a red-headed sea captain on the Lakes. A superb writing style is characteristic of this author, and this edition carries the story of the Edmund Fitzgerald as well. 0 of 0 people found the following review helpful. Quality of Ocean Vessels as to Lake Vessels By bob egli Most of the early 1800's wrecks weren't worth writing or reading about. They were no more than a raft with sides, or a worn-out schooner that they emptied out and used as a barge. There was no value to these vessels. Their so called Captains were in the same condition, having lost their papers years ago. The book proved the above to be true when Captains were asked if they were going to set sail in the storm and they would put their thumb in the air and say "yes the weather is going to get better" I brought up these facts as there were discussions in the book as to who were more skilled; Ocean Captains or inland water Captains? The sections of the book containing the modern shipwrecks were much more interesting and the author showed some great writing skills. 1 of 1 people found the following review helpful. Feighters in the past! By Kindle Customer Being that I live very close to Lake Erie, as a child I can remember being at the beach and you would see the big freighter ships, on the Lake heading for Cleveland or heading for the Lorain Ship Yards for repairs! As a young wife my husband got out of the Navy and was hired at the Lorain Ship Yard as a Rigger! I have always been fascinated, buy the big ships that he worker on! He work there when the Roger Blough was built and also the fire! So this book kept my interested, and it was a great source of history! It is a sad thing when you go to the beach now, you never see one freighter!

In this breathtaking chronicle of the most spectacular shipwrecks and survivals on the Great Lakes, William Ratigan re-creates vivid scenes of high courage and screaming panic from which no reader can turn away. Included in this striking catalog of catastrophes and Flying Dutchmen are the magnificent excursion liner Eastland, which capsized at her pier in the Chicago River, drowning 835 people within clutching distance of busy downtown streets; the shipwrecked steel freighter Mataafa, which dumped its crew into freezing waters while the snowbound town of Duluth looked on; the dark Sunday in November 1913 when Lake Huron swallowed eight long ships without a man surviving to tell the tale; and the bitter November of 1958 when the Bradley went down in Lake Michigan during one of the greatest killer storms on the freshwater seas. An entire section is dedicated to the wreck of the Edmund Fitzgerald -- the most famous maritime loss in modern times -- in Lake Superior in 1975. Chilling watercolor illustrations, photographs, maps, and news clippings accentuate Ratigan's compelling and dramatic storytelling. Sailors, historians, and general readers alike will be swept away by these unforgettable tales of tragedy and heroism.

About the Author (1910-1984) Six generations of William Ratigan's family have lived in Michigan, a fact that has inspired his novels and biographies of the Great Lakes region. His father went on the Lakes at age twelve and worked up to steamboat engineer, with fresh- and salt-water licenses. The author himself once acted as dockmaster for a season at his home port of Charlevoix.