

on the act of traveling with children rather than on the destination itself. A chapter entitled "Back to Nature" is divided into subsections on camping generally, and Yellowstone and Shenandoah National Parks specifically. "Summer in the Country" provides a rare and thought-provoking glimpse into the contribution of small, out-of-the-way, family-owned resorts and the role of racial discrimination in the history of American tourism.

Rugh concludes by bringing family vacations into the present, suggesting that a sea-change has occurred with the broadening definition of

what constitutes a typical American family, with anti-segregation laws, and with the introduction of cell phones, vacation blogs, and in-car video games and movies. This well-documented and well-written book should inspire scholars to investigate these new dimensions of the American family vacation.

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Wreck of the Carl D.

A True Story of Loss, Survival, and Rescue at Sea

By Michael Schumacher

(Bloomington: Indiana University Press, 2010. Pp. [xviii], 245. Maps, illustrations, appendix, bibliography, index. Paperbound, \$19.95.)

This book joins a large number of popular Great Lakes shipwreck books. However, Michael Schumacher has written an exceptional book on the subject, carefully omitting the hype, mystery, and artificial drama so popular in the shipwreck media of today. He readily proves the point that an accurate story can be far more interesting and dramatic than fictionalized accounts.

The steamer *Carl D. Bradley* was built in 1926 as the flagship of United States Steel's Michigan Limestone Division, commonly known as the Bradley fleet. It was built to service

new contracts to deliver limestone from Rogers City, Michigan, to Gary, Indiana. At 623 feet long with a beam of 65 feet, it was the largest vessel in the Great Lakes fleet when built. It was designed as a self-unloader—i.e., with conveyors aboard to unload the cargo and place it ashore over 150 feet from the vessel. In service for 32 years in 1958, the *Bradley* was a young vessel, in its prime by Great Lakes standards—by comparison, one vessel operating today has seen 105 years of continuous service.

As daylight waned on November 18, 1958, the *Bradley* made its way

north on Lake Michigan several miles west of Beaver Island, as storm clouds gathered rapidly and winds from the southwest reached 60 miles per hour. At 5:30 p.m., a nearby vessel, the small German freighter *Christian Sartori*, observed the vessel's lights go out, first at the bow and then at the stern. Moments later the *Bradley* went down in more than 350 feet of water, having suffered a catastrophic hull failure. The *Sartori* sped to the site immediately, but was unable to find any survivors in the snow, the dark, and the 25-foot-high waves. In response to an emergency Mayday radio distress call from the *Bradley* in its last minutes, the United States Coast Guard immediately dispatched a number of vessels and an aircraft while nearby vessels commenced searching. Most of the crew members had exited the hull, but there was no time to launch lifeboats before the sinking. Strong winds and frigid water left little chance of survival for more than an hour or two. The next morning at 8:37 a.m., the Coast Guard Cutter *Sundew* spotted and quickly recovered the only two survivors: First Mate Elmer Fleming and deck watch Frank Mays.

The accident was widely reported in media. Company officials, the families of crew members, the searchers and the rescuers, and the survivors were all interviewed as stories and photographs circulated throughout the country. *Life* maga-

zine carried a compelling front-page story. Finally, the Coast Guard made an extensive inquiry into the accident.

It was these materials that the author has used in his account of the accident. Schumacher is able to put the reader in the pilot house of the *Christian Sartori* when Jergen Schwand shouts: "Captain! The lights are going out on the forward part of the ship!" As Captain Paul Mueller studied the *Bradley* with binoculars, the lights on the stern went out and the vessel disappeared (p. 49). Through the board of inquiry testimony of survivor Elmer Fleming we can relive his last minutes aboard the *Bradley*: a desperate race down two flights of stairs to get a life jacket, back to the deck only to find it going under, thrown twenty feet into the air by the violence of the sinking, being dragged under water, and finally surfacing to find a life raft within several feet.

By providing a detailed look at the loss of the *Carl D. Bradley*, this book is a compelling read for those interested in Great Lakes maritime history.

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